

JUN 6 1888
PATENT OFFICE

Bicycle

P.O. Box 444. N.Y. CYCLING TRADE REVIEW. 23 PARK ROW. N.Y.

VOL. I.—No. 14.]

NEW YORK, JUNE 1, 1888.

[WHOLE NUMBER, 14.]

THERE is music in the air, gentlemen, and the career of

THE AMERICAN CYCLES

Which, both legally and commercially, ever since their first production, has been a

Triumphal Onward March,

looks brighter now than ever.

Remember, too, that these wheels embody strictly original and American ideas, and are the only ones on the market that are not mere copies of European models.

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All world's road and long distance records still remain with us.

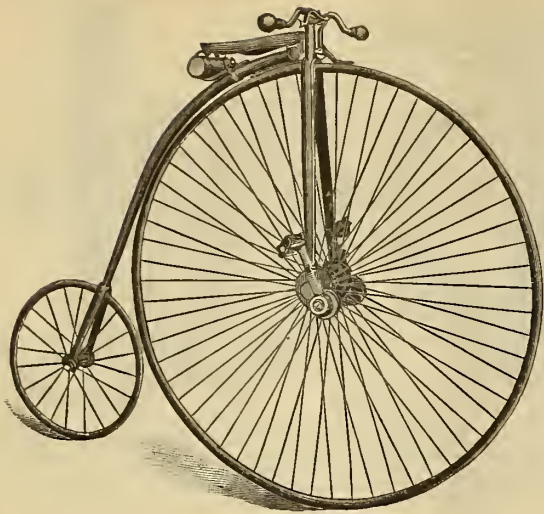
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— FOR 1888. —

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These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

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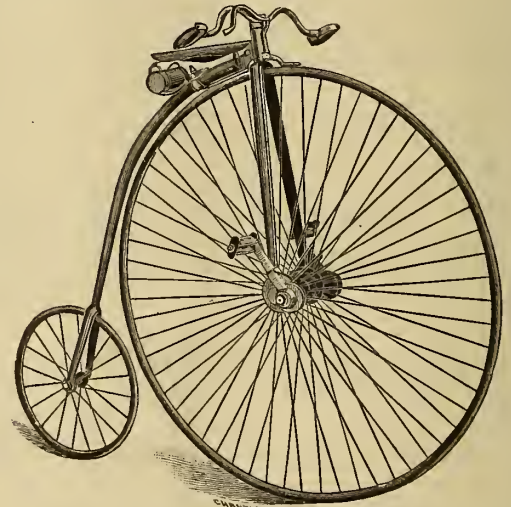
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THE BEST HILL-CLIMBERS AND TOURING MACHINES.

1888 STAR

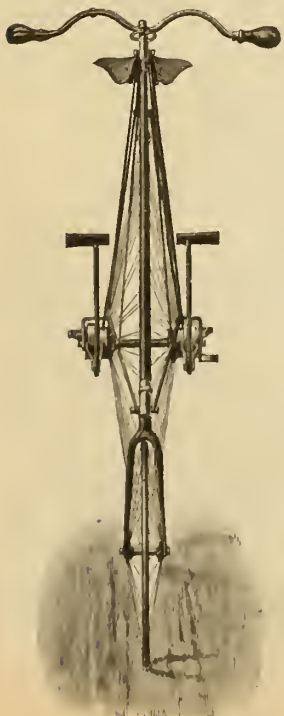
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NICKELED Cowhorn bars with brake lever to match, **\$3.50**

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Drop forged of bar steel and finished in a thorough man-
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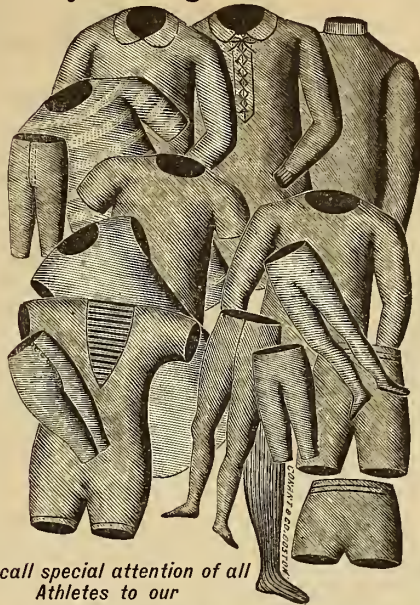
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Three Months, 60c.

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FOR

**Bicycle Riders, Lawn Tennis Players, Yachting and
 Rowing, Base Ball and Foot Ball, Gymnasium.**

League Color, Grey Mixed Black, Navy or any Color,
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Every Wheelman and Sportsman will give our **JER-
 SEYS** his approval when he examines the **Shoulders,
 Arm Holes and Neck**, as they are made to fit. These
 goods are **PATENTED**, and all infringements will be prosecuted
 to the full extent of the law.

FULL PANTS AND KNEE PANTS,

Buttoned in Front, same as Pantaloon, without
 Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW,
 and invite all to examine them.

Knee Tights, Full Tights, Trunks and Leotards.

We understand, first of all, these garments must be
 elastic, so they will not bind or impede the free use of the
 limbs, and to stand the strain brought upon them. This
 can only be accomplished in **Ribbed Goods**. For this
 reason we make all of our best goods with a **FINE RIB,**
ELASTIC AND STRONG, and from worsted made by the best
 manufacturers in the country, of fine combed wool of a
 long, elastic staple, which gives it **Elasticity and
 Strength.**

We make all of the above goods in three different
 qualities.

Ladies' Jersey-Fitting Tricycle Pants. A New Thing.

These pants are close-fitting, come three inches below
 the knee, are very elastic, and the most comfortable gar-
 ment a lady ever wore. Made in Cream-Colored Cotton,
 Drab, Red, or any colors in worsteds.

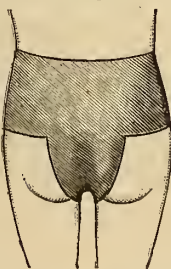
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 by Bicycle Riders, Base Ball
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 nasts, and we are told that it
 is the best and most satis-
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Let every Sportsman try them.

PRICE \$1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send
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PROSPECT PARK HOTEL,
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 F. G. SPENCER, Proprietor.

Refreshments of all kinds

BARGAINS!

SECOND-HAND

Bicycles, Tricycles,

—AND—

TANDEMS.

Examine Our Prices.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled
 except rims. "3" Wheels enameled, balance nickeled.
 "4" Enameled with nickel trimmings. "5" Enameled
 with polished parts. "6" Half bright and enameled or
 painted.

BEARINGS.—"1" Balls to both wheels and pedals.
 "2" Balls to both wheels and plain pedals. "3" Balls to
 front, cone to rear, plain pedals. "4" Plain to front, cone
 to rear, plain pedals. "5" Balls to front, cone to rear, ball
 pedals.

CONDITIONS.—"1" Slightly used, good as new.
 "2" Tires show but slight wear, finish and bearings Ar.
 "3" Tires new, finish and bearings excellent. "4" Tires
 some worn, finish somewhat marred, bearings good. "5"
 New tires needed, finish and bearings very good. "6"
 Good, durable wheel, used considerable, but in very fair
 condition.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition
246	52	Columbia Expert,	137.50	90.00	4	1	2
248	50	Ideal (Special),	80.00	55.00	5	4	2
258	48	Spl. Star,	129.00	95.00	4	Ball	2
263	55	Rudge Lt. Rdstr.,	138.75	75.00	4	1	4
264	54	Columbia Expert,	130.00	75.00	4	2	4
265	52	Royal Mail,	137.50	90.00	3	1	3
266	55	Spidg. Semi-Racer,	140.00	40.00	4	1	4
269	51	Spl. Star,	160.00	95.00	4	Ball	1
270	56	Racer,	140.00	30.00	4	1	2
271	52	Sanspareil,	127.50	75.00	4	2	1
274	52	Sans. Lt. Rdstr.,	137.50	75.00	4	2	1
275	48	Victor,	127.50	90.00	4	1	1
277	52	Spec. Club,	160.00	110.00	1	1	1
283	51	Spcl. Star,	130.00	85.00	4	Ball	1
285	51	Spcl. Star,	120.00	75.00	4	1	4
286	44	Spcl. Facile	130.00	67.00	4	1	4
287	52	Columbia Expert,	127.50	70.00	4	1	2
290	52	Victor Roadster,	132.50	87.00	4	1	2
298	39	Otto,	70.00	25.00	5	4	2
301		Quadrant trike No. 8,	185.00	160.00	4	1	1
303	42	Otto Special,	40.00	29.00	5	4	1
304	51	Col. Lt. Roadster,	140.00	95.00	3	1	1
305	48	Columbia Standard,	102.50	65.00	3	3	2
306	51	Special Star,	135.00	90.00	3	Ball	1
308	56	Columbia Expert,	132.50	90.00	4	1	2
309		Sp'k'b'k Hbr. T'dm,	260.00	225.00	4	1	1
312		Spring'd Roadster,	75.00	60.00	4	5	
314	53	Royal Mail,	140.00	95.00	4	1	2
315		Spring'd Roadster,	75.00	68.00	4	1	1
317	46	Columbia Standard,	77.50	40.00	4	4	4
319	50	Columbia Standard,	100.00	25.00	4	4	6
327	54	English,	130.00	60.00	4	2	1
328	50	Columbia Expert,	125.00	62.00	3	1	4
329	54	Royal Mail,	140.00	100.00	4	1	1
330	54	Victor,	130.00	87.00	3	1	1
331	52	New Mail,	135.00	110.00	4	1	1
332	52	N. Rapid Lt. Rdstr,	137.50	115.00	4	1	1
334		Col. 3 trk. Trike,	160.00	80.00	4	2	2
335		Columbia Safety,	140.00	95.00	4	1	1
336	54	Royal Mail,	140.00	65.00	4	1	2
342	54	Columbia Expert,	140.00	110.00	1	1	1
343	52	New Rap. Rdstr.,	147.50	134.00	3	1	1
345	50	Victor Lt. Rdstr.,	130.00	115.00	4	1	1
347		New Rapid Safety,	135.00	125.00	3	1	1
350	52	N. Rap. Lt. Roadster,	137.50	124.00	4	1	1
351		Humber Safety,	140.00	115.00	4	1	1
352	54	Columbia Lt. Rdstr.,	145.00	85.00	3	1	2
354	55	Columbia Lt. Rdstr.,	145.00	68.00	4	1	5
355	54	Columbia Expert,	140.00	90.00	3	1	2
359	52	Spalding Premier,	120.00	65.00	1	1	3
361	50	Columbia Expert,	135.00	105.00	1	1	1
363	50	Columbia Expert,	135.00	82.00	1	2	2
364	56	Columbia Expert,	142.50	115.00	1	1	1
365	48	Columbia Expert,	132.50	90.00	3	1	1
369	52	New Rapid Roadster,	137.50	88.00	4	1	4
370	54	Columbia Standard,	110.00	50.00	3	3	3
371	52	Victor Roadster,	127.50	110.00	4	1	1
373	52	English Premier,	125.00	65.00	4	5	2
374	56	American Club,	135.00	68.00	4	2	4
375	56	Rudge Lt. Rdstr.,	140.00	88.00	4	2	2
376	54	Special Club,	135.00	81.00	3	1	2
377	50	Victor Roadster,	132.50	105.00	4	1	1
378		Beeston Hbr. T'dm,	260.00	120.00	4	2	4
380	55	Royal Mail,	140.00	90.00	4	2	4
383	48	Col. Semi-Rdstr.,	87.50	55.00	4	3	2
384	52	N. Rapid Lt. Rdstr,	147.50	105.00	3	1	2
385	54	Columbia Expert,	140.00	85.00	1	1	2
386	42	Victor Junior,	55.00	55.00	4	3	1
387	52	Rudge Lt. Rdstr.,	135.00	85.00	4	1	2
390		Humber Tandem,	260.00	140.00	4	2	4
391	55	Columbia Lt. Rdstr.,	145.00	100.00	4	1	1
392	52	English,	125.00	40.00	4	1	3
394	48	Columbia Expert,	122.50	75.00	4	2	2

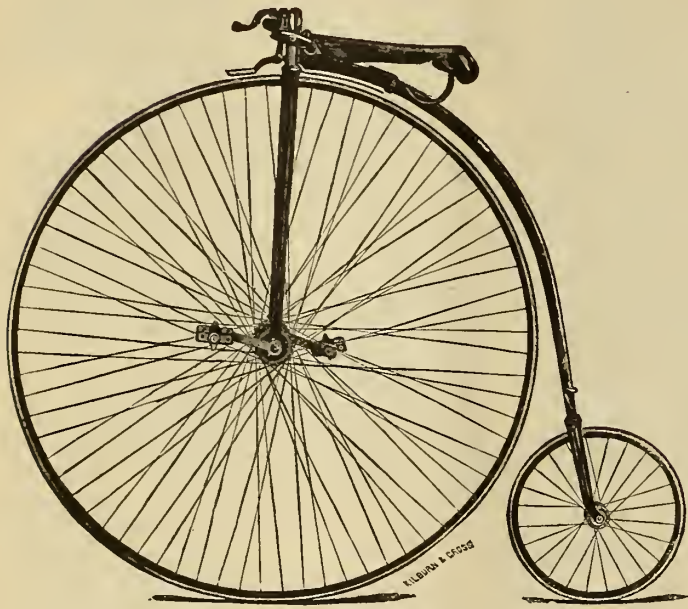
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NEW RAPIDS.



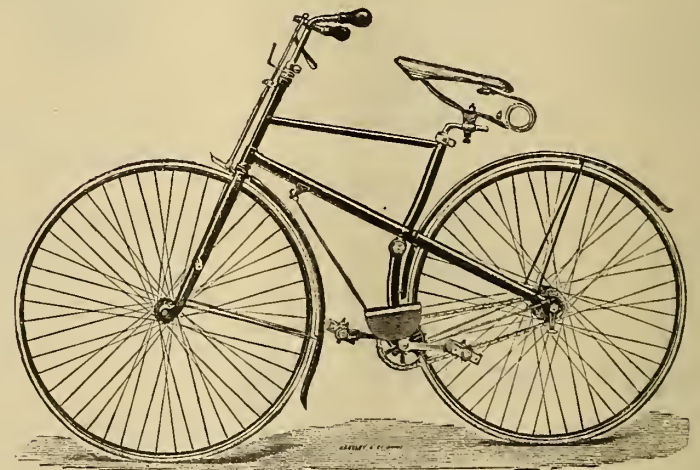
Roadster, weighs 40 lbs.

Light Roadster, weighs 36 lbs.

True tangent spokes, Warwick's improved hollow rims, perfect ball bearings, detachable hollow handle-bars, rigid forks and backbones.

All parts of highest possible grade.

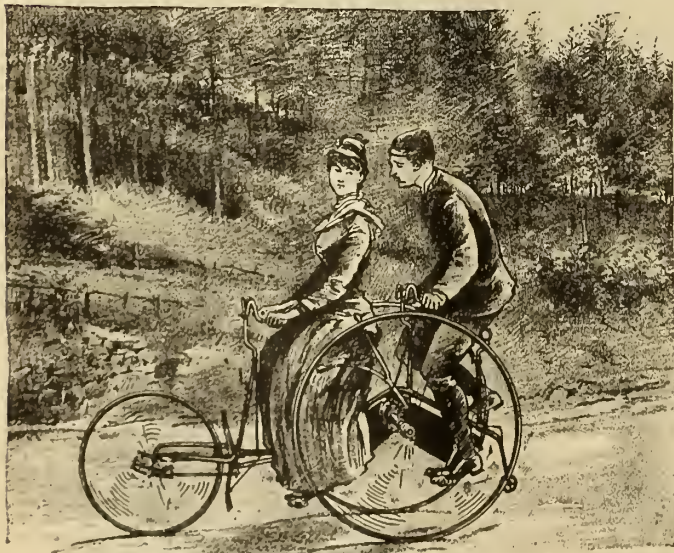
Any kind of saddles and handles supplied.



A Safety that has stood the test of two seasons without a break-down. True tangent spokes. Frame and sprocket bearings rigidly braced.

Perfect steering and balance. No side slipping. Fitted with Fish's patent adjustable saddle.

QUADRANTS.



No. 8. Single, for gentlemen.

No. 14. Single, for ladies and light gentlemen.

No. 15. Tandem, for lady and gentleman, or two riders of either sex.

These machines contain features essential to perfect steering, freedom from vibration, easy running and hill climbing powers, not to be found in any other tricycles. Every rider of a Quadrant will testify to these facts.

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THE CLARK CYCLE COMPANY, BALTIMORE, MD.

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THE WHEEL

—AND—

CYCLING TRADE REVIEW,

Published every Friday morning.

Entered at the Post Office at second class rates

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F. P. PRIAL, Editor and Proprietor

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P. O. Box 444, New York.

Persons receiving sample copies of this paper are respectfully requested to examine its contents and give us their patronage, and as far as is convenient, aid in circulating the journal, and extend its influence in the cause which it so faithfully serves. Subscription price, \$1 per year.

ROWE'S RECORDS.

That the conduct of some cycling papers is entrusted to amateurs, not "real" journalists, is occasionally proven by the stuff which occasionally appears in wheel papers both here and abroad. The most recent exhibition of this literary amateurism is to be credited to the *Bicycling News*, edited by Mr. G. Lacy Hillier, champion of Patagonia and the Orkney Islands, all distances, bi. and tri., 1881. By a new system of logic, which will doubtless do credit to our time and generation and be referred back to by savants of the twenty-fifth century as a long stride forward in inductive philosophy, Mr. George Lacy Hillier, champion of Oceanica, etc., concludes that because the fastest American cyclist was beaten by the fastest British cyclist the record times credited to the aforesaid American cyclist are bogus, fraudulent, false and "faked."

We present below the statements of all the officials who were in any way connected with Rowe's record-breaking trials. The documents were drawn up and perfected immediately after each of the trials in question. Further than this, we present letters received from several of the officials in reply to our personal inquiries asking if they could swear that the records credited to W. A. Rowe were correct, and accomplished under perfectly fair conditions.

If Mr. Lacy Hillier's paper is the great, progressive newspaper he seems to think, there is abundant opportunity to prove his assertions. Our idea of justice is that when making derogatory statements proof positive should always be furnished, and furnished simultaneously with the assertion. We give the names of several prominent Springfield business men who were connected with Rowe's record trials. It is Mr. Hillier's duty to have the parties seen by a representative, so that he may be compelled to take nothing at second hand. In the event of Mr. Hillier's failure to investigate, he and his organ should never more prate of American inaccuracies, falsifications, etc. It is a matter of regret that the first innuendo to be cast at

American road and track records should emanate from Mr. W. J. Morgan, who has insinuated, if he has not made direct assertion, that American records were bought by the manufacturers, and that a good manager would turn out any sort of record to order. A few old saws such as: "Let he who is without sin cast the first stone," and the vision of an owner of a village of glass houses casting stones, flit across our mental apparatus. Whatever Senator Morgan may appear to be or may be abroad, his record, in common with that of almost all American professionals, would not bear the searching.

Below are the names of the officials referred to above: Jason Rogers, *New York Mercury*, New York City; Edward F. Pierce, Springfield, Mass.; C. E. Whipple, 331 Main Street, Springfield, Mass.; E. C. Robinson, Springfield, Mass.; G. E. Robinson, Springfield, Mass.

OFFICIAL STATEMENTS.

THREE-QUARTER AND ONE MILE RECORDS.

We, the undersigned, do hereby certify that Wm. A. Rowe made the following times on the half-mile bicycle track at Hampden Park, Springfield, Mass., on the 22d day of October, 1886, in our presence and under our supervision as a board of officers in charge of the said trial against time:

1/4-Mile.....	.37 2-5
1/2 ".....	1.14 2-5
3/4 ".....	1.50 1-5
1 ".....	2.29 4-5

HOWARD P. MERRILL, *Referee*.
 C. A. HUTCHINS, } *Judges*.
 E. F. PIERCE, }
 E. C. ROBINSON, }
 C. T. SHEAN, } *Timers*.
 G. E. ROBINSON, }
 E. D. CURTIS, *Scorer*.
 H. S. CORNISH, *Starter*.

TWO AND THREE MILE RECORDS.

We, the undersigned, do hereby certify that Wm. A. Rowe made the following times on the one-half mile bicycle track at Hampden Park, Springfield, Mass., on the 14th day of October, 1886, in our presence and under our supervision as a board of officers in charge of the performance against time:

1 mile.....	2.35 2-5
2 miles.....	5.11 *
3 ".....	7.48 4-5*

HOWARD P. MERRILL, *Referee*.
 JASON ROGERS, } *Judge*.
 N. Y. Sunday Mercury, }
 C. E. WHIPPLE, }
 G. E. ROBINSON, } *Timers*.
 C. T. SHEAN, }
 HOWARD P. MERRILL, *Scorer*.
 A. L. ATKINS, *Starter*.

FOUR AND FIVE MILE RECORDS.

We, the undersigned, do hereby certify that Wm. A. Rowe made the following times on the one-half mile bicycle track at Hampden Park, Springfield, Mass., on the 13th day of October, 1886, in our presence and under our supervision as a board of officers in charge of the performance against time:

1 mile.....	2.37 1-5
*2 miles.....	5.14
3 ".....	8.02 1-5
*4 ".....	10.45
*5 ".....	13.27 2-5

HOWARD P. MERRILL, *Referee*.
 E. M. WILKINS, } *Judges*.
 J. W. DROWN, }
 W. H. JORDAN, }
 C. E. WHIPPLE, } *Timers*.
 G. E. ROBINSON, }
 C. T. SHEAN, }
 HOWARD P. MERRILL, *Scorer*.
 ARTHUR L. ATKINS, *Starter*.

21 1/2 MILES 269 1/3 YARDS IN ONE HOUR.

We, the undersigned, do hereby certify that Wm. A. Rowe made the following times on the one-half mile bicycle track at Hampden Park, Springfield, Mass., on the 12th day of October, 1886, in our presence, and under our supervision as a Board of Officers in charge of the performance against time.

Miles.	Time.	Miles.	Time.
1.....	2.40 2-5	12.....	33.09
2.....	5.28 4-5	13.....	35.54 2-5
3.....	8.11	14.....	38.43 4-5
4.....	10.57 3-5	15.....	41.32 1-5
5.....	13.42 1-5	16.....	44.25
*6.....	16.31 1-5	17.....	47.12 1-5
7.....	19.16	18.....	50.00
8.....	22.04 1-5	19.....	52.47 2-5
9.....	24.48	20.....	55.30
10.....	27.37 1-5	21.....	58.19 2-5
11.....	30.22 4-5	22.....	

1 hour, 21 1/2 miles 269 1/3 yards.

HOWARD P. MERRILL, *Referee*.
 HENRY GOODMAN, *Judge*.
 C. E. WHIPPLE, } *Timers*.
 C. H. PARSONS, }
 G. E. ROBINSON, }
 HOWARD P. MERRILL, *Scorer*.
 A. L. ATKINS, *Starter*.

22 MILES 150 YARDS IN ONE HOUR.

We, the undersigned, do hereby certify, that Wm. A. Rowe made the following times on the half-mile bicycle track at Hampden Park, Springfield, Mass., on the 25th day of October, 1886, in our presence and under our supervision

as a Board of Officers in charge of the said trial against time:

Miles.	Time.	Miles.	Time.
1.....	2.36	12.....	32.35
2.....	5.12 3-5	13.....	35.18 2-5
3.....	7.54 3-5	14.....	38.01 2-5
4.....	10.41 2-5	15.....	40.41 2-5
5.....	13.23 4-5	16.....	43.26 4-5
6.....	16.12 3-5	17.....	46.14 4-5
7.....	18.59	18.....	48.58
8.....	21.41 2-5	19.....	51.40 1-5
9.....	24.26 4-5	20.....	54.25 2-5
10.....	27.07 1-5	21.....	57.07 3-5
11.....	29.51 3-5	22.....	59.46

Distance in one hour, 22 miles 150 yards.

HOWARD P. MERRILL, *Referee*.
 GEORGE J. TAYLOR, } *Judges*.
 ED. F. PIERCE, }
 A. O. SINCLAIR, }
 E. C. ROBINSON, }
 C. T. SHEAN, } *Timers*.
 G. E. ROBINSON, }
 HOWARD P. MERRILL, *Scorer*.
 H. S. CORNISH, *Starter*.

STATEMENTS OF OFFICERS.

G. E. ROBINSON'S STATEMENT.

SPRINGFIELD, MASS., May 25, 1888.

F. P. PRIAL:

Dear Sir—Yours of the 19th duly received. I have been very busy or should have answered before.

In regard to Rowe's performance of 22 miles and over within the hour, I was one of the timers and know that the announced distance was made in the given time. I have had probably a larger experience in timing races and trials against time than 99 out of any 100 of those who profess to doubt "Springfield time." I should not have been asked to time so much if I had not proved myself competent to time correctly. I am well satisfied with the correctness of the watch which I held on that occasion, and the track has been, and can be again proved, in regard to distance. Other competent men held watches on the same event, and we (the timers) corroborated each other.

If any one believes that Rowe did not make the distance in an hour which was ascribed to him, he can easily satisfy himself that he is in error, indeed upon a fair investigation he will be shut up to that conclusion; unless the doubter decides that a number of business men, of good reputations, conspired to falsify time, and with no object, and with no possible advantage to themselves deliberately lied and certified to a lie.

To any who hold such a view, any statement from a timer or judge on that occasion will be worthless, of course, but most people will, I think, realize that the matter is not of sufficient consequence to warrant a belief in the conspiracy of several men who have absolutely nothing to gain or lose by it.

Yours truly,

G. E. ROBINSON.

P.S.—In regard to the mile in 2.24 4-5, I don't remember that I timed such a trial, but if I certified to such time you may rely on it, as I have always been careful to put my name only to that which I was sure of.

E. C. ROBINSON'S STATEMENT.

SPRINGFIELD, MASS., May 26, 1888.

MR. F. P. PRIAL:

Dear Sir—I timed the races that year, but did not keep the records. I will take my oath that what I signed for the Bicycle Club is correct. I cannot remember each and every race.

Yours,

E. C. ROBINSON.

C. E. WHIPPLE'S STATEMENT.

SPRINGFIELD, MASS., May 24, 1888.

MR. F. P. PRIAL:

Dear Sir—In reply to your favor of the 19th, the (5) five mile trial which W. A. Rowe made in 13.27 2-5, I timed, and know the record is correct and genuine, and everything was fair and square at the trial.

Yours very truly,

C. E. WHIPPLE.

EDWARD F. PIERCE'S STATEMENT.

SPRINGFIELD, MASS., May 25, 1888.

MR. F. P. PRIAL:

Dear Sir—Your letter of the 19th at hand, and in regard to W. A. Rowe's record of 22 miles 150 yards in the hour, as I was one of the judges at that trial, I am positive that the time, distance, etc., were correct—in fact, all the details. We had competent timers and responsible business men, men who would not think of doing anything that was not right. I am sorry to hear that the English papers are beginning to doubt Rowe's performances simply because their man defeated him.

Yours respectfully,

EDWARD F. PIERCE.

JASON ROGERS' STATEMENT.

NEW YORK, May 23, 1888.

MR. F. P. PRIAL:

Dear Sir—In reply to your favor of the 19th inst., I would say that I was present at W. A. Rowe's three-mile trial at Hampden Park, on October 14, 1886. At the request of Mr. A. L. Atkins I acted as judge, and after seeing the records then made, fairly and to my satisfaction, signed the official score. Furthermore, I saw Rowe make his mile in 2.29 4-5, which I do not consider his best by any means.

Very respectfully,

JASON ROGERS.

AN INTERESTING EXPERIMENT.—The fourth of a series of races was made near Tours, France, on May 6, between several cyclists, mounted hussars, two regimental dogs and carrier pigeons. The course, which was four and a half kilometres in length, lay between Tours and Bordeaux. The first to finish was a lieutenant of the 60th Regiment of the line, who accomplished the distance in 6m. 40s. M. Wasmer, mounted on a rear-driver, came in fifth (9m. 58.), the two dogs finishing fourth and sixth. The carrier pigeons accomplished the nine kilometres which separated them from Tours in 8m. 50s.

They Know Things

LEAVENWORTH, KANSAS,

May 15th, 1888.

OVERMAN WHEEL CO.,

Boston, Mass.

Gentlemen.:—We believe in “Victors” here. In our club of sixteen we have fifteen “Victors,” and the one “black sheep” is waiting for a Victor Safety.

Yours Respectfully,

OTTO H. WULFEKUHLER,

Secretary-Treasurer,

Leavenworth County Wheelmen.

EAST HARTFORD.

The Fourth of July has been selected as the day for the races, and preparations are being made to make them the most interesting and enjoyable of any yet given. Special inducements will be offered to clubs and wheelmen to attend. The home club are making arrangements to give a supper, followed by an entertainment and reception for wheelmen. Last year the wheelmen were very much pleased with their entertainment, and it is proposed to make this even more interesting.

The programme has not yet been arranged, but will probably consist of short-distance handicap and class races. In addition to the bicycle races there will be a number of foot races, and a potato race. The prizes will be very fine, the principal one being a Light Champion, presented by the Gormully & Jeffery Manufacturing Company. The races will, with the exception of two or three, be for local riders only, and the interest this fact arouses is remarkable. Already half the riders in town are training. It would seem that this would give racing quite a boom around here, for, where so many riders are directly interested, each one having a large circle of relatives and friends, there is bound to be a large attendance.

The weather up to the present has been so cold and rainy that no riding has been done on the track, but all hope that the sun will come from behind the clouds before long, and dry up the track.

The committee having charge of the races are: L. S. Forbes, H. E. Bidwell, E. E. Arnold, H. D. Olmsted, R. E. Olmsted, A. A. Forbes and W. K. Ackley. All entries and communications should be addressed to H. E. Bidwell, East Hartford, Conn.

Decoration Day the club nine plays a match game in the morning, and the club take a run in the afternoon.

H. E. B.

DENVER.

The 25-mile road race, arranged by W. L. Van Horn, came off Sunday, May 20, after having been postponed several times. The handicaps were most fortunate and proved to be quite fair, making a very equal thing of it. James Mulligan, a very small boy, riding a 42-inch wheel, who has made his fifty miles a day, started first with 40 minutes handicap, but in about ten minutes came back to the scratch, covered with dust, claiming to have had a header, which, however, did not interfere with the unicycle exhibition he gave later. At 10.10 o'clock Robert Creek, a member of the Denver police force, started with 15 minutes handicap. The other entries, of which there were fourteen, followed in order. Robert Gerwing, captain of the Denver Ramblers, was the only scratch man, and started at 10.25 A.M.

The course, which had been carefully laid out, was from Jewell Park to Littleton, 6¼ miles, the round trip having to be covered twice. The road was in the worst condition, and the ruts made it very disagreeable, even for a pleasure run, let alone a road race.

The result of the race was as follows:

Robert Gerwing....Scratch.....	1.30.40
Robert Creek.....15 minutes.....	1.46.37
Collier.....7 ".....	1.39.43
Park.....9 ".....	1.45.00
Peck.....6 ".....	1.57.10
Epeneter.....7 ".....	2.00.00

The other competitors came straggling in for half an hour longer. The main interest centred on Gerwing and Creek, and it was feared at one time that the fifteen minutes was too much, but Gerwing succeeded in passing his man and coming in a full minute ahead.

Gerwing's time is considered remarkably fast for the road, as it gives him the amateur record for that distance. The time was taken by three reliable watches, and witnessed by fully 300 spectators, 250 of whom were wheelmen. The distance is known to be correct. This gives Denver, through the Ramblers, two world's records, the other being a 10-mile unicycle record made last fall by C. C. Hopkins.

W. S. Doane, formerly of Boston, says: "Bob Gerwing is the fastest amateur rider in the country, and if I had not witnessed the race I

could never have believed that the time was correct." The prizes were: Gold medal to first, silver medal to second, King of the Road Lamp to third and Perfection Bell to fourth—presented by W. L. Van Horn.

A club for ladies and gentlemen has been organized here, under the name of Rocky Mountain Cycling Club. Most of its members ride trikes, safeties or goats.

On June 10, Joseph Gard and C. C. Hopkins will start on a trip awheel for Kansas City. Hopkins will ride on to his home in Ohio, near Cleveland.

Look for a few of we Ramblers at Ducker's tournament.

RAGDE.

WASHINGTON.

PREPARATIONS TO ENTERTAIN LEAGUE MEN.

Illness and pressure of business must be my excuse for missing last week's letter, but I trust such difficulties will not again conspire to deprive the readers of THE WHEEL of my brilliant (?) articles.

The committees who have charge of the "extra day" of the League meet are working hard, and expect to present a programme that will interest all who visit Washington on Thursday, June 21. The programme, though not entirely complete, is about as follows: Visitors will be received at the depots in the morning and escorted to Willard's Hall on F Street. After all the morning trains have arrived, the line will be formed (not a parade) and a tour to the different points of interest will be made. The points to be visited include the Capitol, where Congress will be in session, the Pension Office, Patent Office, Post Office Department, Treasury Department, State, War and Navy Departments, Corcoran Art Gallery, Smithsonian Institute, National Museum, Agricultural Department and White House. The committee in charge will arrange to have the wheelmen call upon President Cleveland, provided he is in the city, which is quite likely. This will take up the entire day, allowing an hour at noon for lunch. In the evening the visitors will be invited to Willard's Hall, where a lunch (dry and wet) will be provided. After the feed a smoker will be indulged in. It is hoped that as many as can do so will accept the invitation of the District Division, as the opportunity to visit the Capital City is a good one. The local members will see that all who visit us will have a good time and enjoy a pleasant day upon our far-famed asphalt streets. Come on, boys, and we will show you more good riding than you ever dreamed of. The transportation committee have secured a low rate from Baltimore, and you cannot afford to miss this chance. The St. James, located at the corner of Sixth Street and Pennsylvania Avenue, is the League hotel, and the proprietors will see that members are well taken care of. The committee advise members to stop at this house.

The road hog has broken his pen and is wandering in this locality. A few days since, one of the local wheelmen, while returning from Cabin John Bridge, was run down by one of these "swine" and quite seriously injured. The "cuss" lashed his horse and escaped before the injured wheelman could identify him. Harry De Forrest, while riding down Thirteenth Street hill the other day, was run into by a hack driver. He received a bad fall, which injured his arm and badly damaged his machine. Harry had the Jehu promptly arrested, and will fight him in court. These occurrences, while not very frequent here, considering the large number of riders, must be stopped, and it is hoped that De Forrest can prove the driver guilty of careless driving and have him heavily fined. It will act as a lesson to drivers who seem to think that bicyclists have no rights on the streets.

Visitors to the League meet at Baltimore will have an opportunity to see the new ladies' bicycle ridden, as a member of the Ladies' Cycle Club informed me that their club intended to go to the meet in a body. The company who manufacture this machine have met the usual number of vexatious delays incident to starting a large manufactory, but are now getting things into shape, and have already commenced to turn out machines. The manager told me they ex-

pected to be in a position to supply the demand in a week or two. The number of lady riders is increasing rapidly here, and it is now no longer a novelty to see the fair creatures sailing around the city, and a number of them have taken long rides in the country. One lady in particular can give some of the boys points on hill-climbing.

The special train which will leave Pittsburg Saturday evening, June 16, with the Allegheny cyclers and their friends, will arrive here Sunday morning. The boys will be on hand to meet them, and will turn them loose on the concrete. All the courtesies possible will be extended, and the Pittsburg boys will leave us with good impressions of our wheelmen as well as our streets. See if they don't.

The new uniforms of the Washington Cycle Club are arriving, and present a very neat appearance. It is a dark gray, with the word Washington in gold letters on the cap.

Chief Consul Atwater was in Baltimore last Friday, attending to business connected with the meet.

We are to have another dealer in Washington. The Clark Cycle Company of Baltimore will open a store on Pennsylvania Avenue next week.

A number of our flyers are getting ready for the L. A. W. races at Baltimore, and are training as hard as possible. It is a deplorable fact that Washington riders have no track which is fit to train upon. Three or four attempts to secure money enough to lay a first-class bicycle track have been made during the past year, but without success. The Columbia Athletic Club's track on Analoan Island is not in good condition, owing to the heavy rains, but it is hoped the club will put it in first-class order and give the boys a chance to train upon it.

PSYCHO.

RICHFIELD SPRINGS, N. Y.

Messrs. Seeley and Bazee, of the Binghamton Bicycle Club, were in town last Saturday. Lieut. Cole and B. C. Everson accompanied them to Cooperstown on Sunday.

Visiting wheelmen who are members of the L. A. W. should stop at the Darrow House on Lake Street, as that is the League hotel. No hotel is mentioned in the Road Book, as this was appointed after the book was published.

Rumor has it that the Fort Schuyler Wheelmen will hold another "race meet" here this season. We only hope the rumor is true.

"The time will soon draw nigh" when the New York State Division will again meet. We would suggest Richfield Springs as the place. We have about fifty wheelmen, beautiful drives, a beautiful lake, excellent hotel accommodations (nine hotels), a few (?) hills for contests, a good track for racing, and excellent railroad accommodations. The wheelmen here are very anxious to have the meet at this place, and will surely do all in their power to make it a grand success.

Captain August Kinne, of the Waiontha Bicycle Club, has called the following club runs for June: June 9, Cherry Valley, 14 miles, start 9:30 A. M.; June 16, Cooperstown, 16 miles, start 9:30 A. M.; June 23, Fort Plain, 22 miles, start 9 A. M.; June 27, Ilion, 26 miles, start 9 A. M.; June 30, Oneonta, 37 miles, start 8 A. M. sharp. Unattached riders welcome. Runs start from Richfield Hotel.

Success to the Fort Dayton Wheelmen. We shall be pleased to see you at any time.

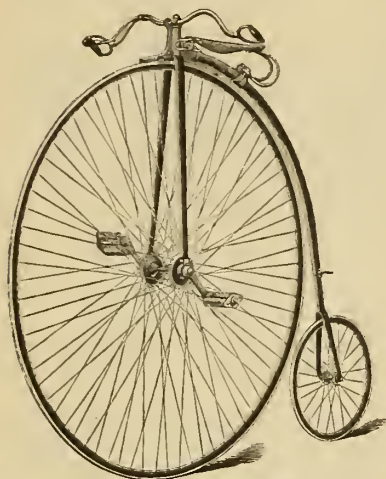
VICTOR.

MAY 28, 1888.

RACE MEET AT LANCASTER, PA.—A general invite has been sent out to all wheelmen to attend the Lancaster B. C.'s race meet, which will take place at the Lancaster Driving Park on June 9. A meet will be held at Duke and Chestnut Streets, whence the wheelmen will proceed to the park. Events: 1-mile open, 1-mile club race, 3-mile team race, prize \$100 cup; exhibition fancy riding by T. R. Finley, 2-mile novices' race, half-mile Pa. Div. L. A. W. Championship, 3-mile lap race open, 1-mile consolation. Prizes range from pair of ball pedals to \$65 gold medals. Entrance fee, 50 cents for each event, remittable to starters; close June 6. For full information write Mr. C. Herbert Ofrieter, Lancaster, Pa.

All our orders call for
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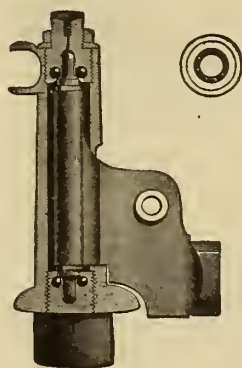
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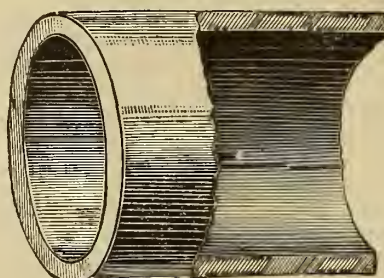
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Greatest of modern
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"CLUB"
CYCLES.

NOT A BROKEN BACKBONE LAST YEAR!

THE INTER-CLUB ROAD RACE.

K. C. W. AND H. C. W. TIE—BROOKLYN BUT TWO POINTS BEHIND.

To properly describe the great Decoration Day road race in exhaustive fashion would delay our paper longer than we wish, so that our readers must be content to wait till next week for complete tables of times, etc. The race was a remarkable one in many respects. The attendance was large, the interest great, the times faster than in any of the previous contests over the Irvington-Milburn course. But few headers were taken, and but one serious accident was recorded—to Mr. Pennell, of the Elizabeths, who took a severe header within three miles from home and broke his jaw bone.

The race was between Kluge, Baggot and Bradley, and there are those who intimate that Kluge far out-classed the others, and remained behind simply to coach Baggot home. Certain it is, however, that Baggot and Bradley rode a strong race. Stenken, who was expected to occupy a good position at the finish, took a header, straining himself and his machine, and finished but fourteenth.

At one point of the race Kluge fell, and Bradley, who was just behind, eased up and allowed Kluge to regain the start he had before the accident occurred. While such an act cannot be considered than in the highest degree honorable, yet it was carrying the spirit of the thing too far. Kluge, Baggot and Bradley flashed over the tape at the finish in the order named, and with scarcely daylight between them. Bradley had kept close to Kluge all the way, closely followed by Baggot, and the only change was just at the tape, when Baggot, through superior spurring power, won second place. Kluge's times for the different five miles were: 16m. 55s.; 34m. 57s.; 53m. 20s.; 1h. 11m. 32s.; 1h. 30m.

The times of the men at the finish were: Kluge, 1h. 30m.; Baggot, second by a yard; Bradley third by a yard; Wilson, 1h. 31m. 30s.; Caldwell, 1h. 32m. 10s.; T. J. Hall, 1h. 34m. 6s.; Mead, 1h. 34m. 16s.; Berry, 1h. 34m. 40s.; Beasley, 1h. 35m. 52s.; Schofer, 1h. 36m. 12s.; Marion, 1h. 36m. 44s.; Borland, 1h. 39m. 24s.; Gubleman, 1h. 39m. 56s.; Stenken, 1h. 41m. 9s.; Bennett, 1h. 43m.; Pennell did not finish.

The Hudson County Wheelmen and the Kings County Wheelmen tied with 38 points; Brooklyn Club, 36 points; Elizabeth Wheelmen, 24 points. As there are no provisions in the Inter-Club constitution to provide for a tie, the matter will be considered at a special meeting of the Association.

THE PULLMAN ROAD RACE.

CHICAGO, May 31.—The amateur bicycle race from this city to Pullman yesterday was the finest road race for bicycles ever run in the country. The seventy-one starters were handicapped according to their records. When the last man had started from Van Buren Street, the judges, timekeepers and spectators took a suburban train for Pullman. The officers of the day were rather confused upon reaching their destination to find that the leaders of the wheelmen were there before them. Fortunately, several well-known bicyclists had gone down on an earlier train and timed the arrivals. Arthur Lumsden, who rode a light 51-inch wheel, arrived first, and won the race. He started with 11 minutes handicap, and did the distance, corrected time, in 54m. 47s. The distance is 14 7-10 miles. The winner was closely followed by several others. H. R. Winship, the winner of last year's race, who was handicapped 2 minutes and 30 seconds, made the best time of yesterday's run—53m. 20s., beating last year's record by 9m. 35s. W. A. Rhodes, a Boston professional, who rode to beat the best time, arrived in 54m. 52s. Nineteen of the contestants besides Lumsden get prizes. Winship, for making the best time, will receive a gold medal.

BICYCLIST ROWE INJURED.

LONDON, May 26, 1888.—William A. Rowe, the American bicyclist, met with a serious accident in his race with Wood to-day at Jarrow. His collar bone was broken and he received internal injuries. Rowe beat Wood, the North of England champion, by two feet.

BILLY ROWE COMING HOME.

Mrs. William A. Rowe, wife of Lynn's champion bicyclist, was visited by a *Bee* reporter this morning. She said in a cable despatch received Monday from Mr. Rowe he stated that he would sail for home Wednesday, May 29, and all was well as could be expected. Mrs. Rowe thinks that Billy will recover his old form again and will be able to defeat a few of the Englishmen this fall. She expects another cable from him before he starts for America.—*Lynn Bee*.

ROWE DEFEATS W. WOOD.

THE AMERICAN TAKES A SEVERE HEADER.

The match race between William A. Rowe, the American bicyclist, and W. Wood, the English rider, took place at Jarrow, Eng., May 26, and resulted in the victory of the former by two feet. The cablegram conveying the information states that Rowe met with a severe accident, having broken his collar bone by a fall after the race. Time 17m. 49½s.

NEW HAVEN CLUB'S ROAD RACE.

A parade and road race interested the cyclists of New Haven on Decoration Day. About forty members of the New Haven Club, under command of Captain Charles E. Larom, participated in the parade.

The result of the 5-mile road race was as follows: E. J. M. Verhoeff, Yale, won in 23m. 35½s.; Palmer Field, second, in 23m. 49s.; George A. French, third, in 23m. 58s.; A. G. Fisher, fourth, in 24m.; G. J. Moffatt, fifth, in 24m. 6s.; H. C. Backus, sixth, in 24m. 12s.; T. J. O'Tell, seventh, in 24m. 26s.; Charles E. Larom, eighth, in 24m. 30s.; George A. Pickett, ninth, in 25m. 13s.; and B. E. Vann, tenth, in 25m. 19s. E. L. Manville and C. T. Bartlett did not finish.

H. C. Backus, who started at scratch, made the best actual time over the course—19m. 12s.; C. E. Larom next, 20m. T. J. O'Tell and Geo. A. French made 20m. 26s. and 20m. 28s., respectively. Verhoeff, the winner of the race, made 21m. 35½s. actual time. Better time would have been made had the leading men not been delayed by the accident recorded elsewhere. The time in which the race was run is considered remarkable in view of the very heavy roads and the fact that the bicycle season had hardly fairly opened. Fully 300 people witnessed the race. William M. Frisbie, president of the club, was referee, and ex-Captain William H. Hale was starter and handicapper.

SPRING MEET OF THE MASS. DIV., L. A. W., A FAILURE.

It was expected that the May 30th meet of the L. A. W. would be a success, and elaborate arrangements had been made accordingly, but it was just the reverse. The River Brink estate, at Auburndale, owned by Colonel W. A. Barrows, had been placed at the disposal of the wheelmen. But the whole thing was a fizzle, as neither the caterer nor the manager of the affair appeared at the Barrows estate, the affair probably having been given up on account of the poor condition of the roads.

MAINE WHEELMEN.

DIFFICULT HILL-CLIMBING ACCOMPLISHED IN PORTLAND.

PORTLAND, Me., May 30.—The meet of Maine wheelmen here to-day was a perfect success. Nearly one hundred took part in the parade through the streets to the Clark Street Hill, where there was to be an attempt at hill-climbing. The contest was witnessed by at least 3,000 persons, and was the hardest trial ever attempted with success by Maine wheelmen.

The Clark Street Hill is 1,132 feet long, with a rise of one foot in every seven and a half. Six riders started and three reached the top—G. Minton Warden, of Massachusetts; R. L. Paten, the champion of Maine, and George Barnes, of Portland. Warden made the best time. The hill had never been surmounted before. The wheelmen, to the number of nearly one hundred, then made the run to the Ocean House, where a banquet was served.

FAST MEN AT WOODSTOCK.

One of the principal features of the celebration of the Queen's birthday at Woodstock, Ontario, May 24, was the bicycle parade and the races held under the auspices of the Woodstock A. A. A. The races were especially interesting from the fact that a number of fast American amateurs competed. The weather was very favorable both for attendance and good performances, over 5,000 people being present.

The races were accompanied with a parade around the track. Prizes were awarded to the clubs having the largest representation, the Stratford Club, with forty-two riders, winning first prize, a handsome black marble clock, and the Wanderers, of Toronto, with thirty-five men, second prize, a bronze clock. Brantford sent fifteen riders, Hamilton fifteen and London twenty-two. Below we give a summary of the races:

2-MILE BICYCLE, NOVICES.

E. O. Rossicar, Woodstock, first, time ———; J. Knowles, London, second by ten yards; W. Shedden, Woodstock, third, close up; E. Walbourne, Woodstock, fourth.

HALF-MILE BICYCLE, SCRATCH—BEST TWO IN THREE HEATS.

First heat—William Windle, Lynn, Mass., 1m. 39 1-5s.; C. E. Kluge, Jersey City, second by two yards. The race was of the waiting order, Windle leading a yard on the first lap, increasing to two yards on the homestretch. Final heat—Windle, 1m. 36 4-5s.; Kluge second.

1-MILE SCRATCH.

Wm. Windle, 3m. 9 3-5s.; Fred. Foster, Toronto, second by a wheel; C. E. Kluge, third by a wheel; Niel Campbell, Niagara Falls, fourth. Windle was quickest away, closely followed by Foster and Kluge. The quarter was reached in 59½s., and the half in 1m. 58 2-5s. On the third lap Foster spurted and ended the last lap with a short lead on Windle. The latter passed him on the back stretch, and between the bend and the finish won as above.

HALF-MILE EXHIBITION.

W. A. Rhodes, Springfield, Mass., quarter, 40s.; half, 1m. 19 1-5s. Rhodes gave an exhibition on his Springfield Roadster.

1-MILE BICYCLE RACE—3-MINUTE CLASS.

J. Knowles, 3m. 8 2-5s.; W. Carman second, William Smith third, William Shedden fourth.

1-MILE EXHIBITION.

W. A. Rhodes started to beat the Canadian professional mile record—viz., 2m. 52s.—made by Nelson in 1886. His times were: One-quarter, 42 3-5s.; one-half, 1m. 22 3-5s.; three-quarter, 2m. 6 1-5s.; mile, 2m. 49 3-5s.

5-MILE BICYCLE, SCRATCH.

William Windle, 15m. 28s.; Fred. Foster second by a yard; C. E. Kluge third by two feet. This was a great race, the men alternating for 4½ miles and fighting a desperate race on the last two laps. Time for the last mile was 2m. 51s., and for the last quarter 37 1-5s.

2-MILE BICYCLE RACE—6.20 CLASS.

Rossicar, 6m. 38s.; Naismith second by a long distance. Rossicar, who rode a 40-lb. roadster, had the race in his hand from start to finish. Time for the first mile was 3m. 28s., on the last mile 3m. 10s., last quarter 37 4-5s.

2-MILE BICYCLE RACE FOR THE CHAMPIONSHIP OF OXFORD, ONT.

Carman, 6m. 30 3-5s.; Shedden second by a few yards.

2-MILE LAP RACE.

C. E. Kluge first, time 6m. 36 2-5s.; Rossicar second. Naismith stopped at one mile.

NEW YORK DIVISION BOARD MEETING.

NEW YORK, June 1, 1888.

DEAR SIR:

The regular spring meeting of the Board of Officers, New York State Division L. A. W., will be held at the Grand Union Hotel, New York City, Friday, June 15, at 8 o'clock, p. m. Business of importance demanding the attention of the Board will be presented.

GEO. R. BIDWELL,
Chief Consul.

RACES AT WALTHAM, MASS.

TWO RIDERS IN A RACE AT WALTHAM THROWN AND INJURED.

WALTHAM, May 30.—The Rambler Club of this city arranged a series of bicycle races, which were witnessed by a large crowd to-day.

First contest—25-mile race between A. H. Hales, of Watertown, who challenged Victor Kuhn, of Waltham. Run over the McCurdy 12½-mile course; \$50 per side. Kuhn was awarded the stakes, as he led in the first twelve and a half miles, while Hales withdrew after running thirteen miles. Kuhn's time was 49m. 52s. for 12½ miles, and 1h. 44m. 5s. for the 25 miles.

The 12½-mile race was contested by E. T. Bigelow, of Waltham, A. W. Porter, of Newton, A. A. Brown and W. E. Sawyer, of Waltham. Bigelow and Porter were thrown and injured. In spite of this accident Bigelow won in 1h., Porter being two minutes later, and Brown third. Prizes—Silver water pitcher, half-dozen fruit knives, and lantern, for first, second and third.

In the 6½-mile race C. A. Adams was first in 30m. 12s., and J. T. Lauthlin second, being twelve seconds behind. Prizes—A silver cake basket and silver butter dish.

½-mile dash—Won by A. J. Cushing in 1m. 45s., with Louis Gindrat second in 1m. 47s. Prizes—Silver card receiver and gold-lined spoon cup.

The starter was M. H. Gilbert; timers, Hugh Duddleston and J. Zahne.—*Globe*.

EAGLE ROCK HILL CLIMBED.

We have received the following telegrams from Percy M. Harris, announcing sundry and various climbings of Eagle Rock and Ford's Hills. We are hunting up the details.

PHILADELPHIA, May 25, 1888.
Sherman climbed Eagle Rock three times in succession. Time of trips, up and down, as follows: 17m., 13m. 45s., 12m. 45s. E. Decker also climbed the hill once. Both rode Springfield Roadsters. There were fifteen witnesses.

FORD'S HILL CLIMBED.

PHILADELPHIA, May 28, 1888.
Sherman climbed Ford's Hill seven times with ease, and could have gone up more times if necessary.

THE AFFIDAVIT.

EAGLE ROCK HILL, May 27, 1888.

This is to certify that Mr. J. Harry Sherman, on this day, at 3:45 o'clock P. M., rode a 50-inch Springfield Roadster bicycle from the foot of Eagle Rock Hill to the top, and return, three (3) times without dismounting, and that the undersigned were witnesses, and here append our names, standing on the hill:

H. PAXTON,	}	N. Y. Bicycle Club.
A. LEWIS,		
J. A. SUTHERLAND,	}	Orange Wanderers.
FRANK BROCK, Newark, N. J.		
C. A. SILVER, Concord, N. H.		
W. W. WALTERS,		
C. L. S. WALKER,		
P. M. HARRIS.		

TIME OF TRIPS.

(Timed by J. A. Sutherland and Frank Brock.)

First trip up and down.....	17	minutes.
Second trip up and down.....	13¾	"
Third trip up and down.....	12¾	"
Total.....	43½	"
Average.....	14½	"

LONG ISLAND WHEELMEN'S HANDICAPS.

To be run June 2 at Brooklyn Athletic Club Grounds at 3.30 P. M.

1-mile handicap—Kluge, scratch; Midgley, 10; Powers, 25; Stenken, 40; Baggott, 55; Schoefer, 70; Van Sicklen, 70; Beasley, 75; Waters, 75; Bradley, 80; Kruger, 80; Brown, 85; Mathews, 90; Borland, 90; Schumacher, 90; Class, 90; H. and E. Hornbostel, 95; Wise, 95; Parker, 100.

3-mile handicap—Kluge, scratch; Midgley, 25; Powers, 75; Waters, 175; Borland, 200; Stenken, 125; Baggott, 150; Parker, 225; King, 200; Van Sicklen, 175.

FIXTURES.

May 29-30—Iowa Division Board of Officers meet at Cedar Falls.
May 30—N. Y. and N. J. R. R. A., team road race over Irvington, Milburn course.
May 30—Bay City Wheelmen and Olympic Athletic Club; joint meet at Oakland, Cal.
May 30—Los Angeles Wheelmen's race meet.
May 30—Terre Haute Bicycle Club's race meet.
May 30—Mass. Div. meet at Cottage City.
May 30—New Haven Club's 5-mile road race.
May 30—Chicago to Pullman road race.
May 30—Maine Division League meet at Portland.
June 2—California Inter-Club road race over San Leandro course.
June 2—Long Island Wheelmen's race meet.
June 9—Lancaster, Pa., race meet.
June 18, 19, 20—League meet at Baltimore.
June 23—K. C. W. race meet.
June 30—Greenwood-Wells contest on Kunninwick Hill, St. Louis, Mo.
July 1-3—Canadian Wheelmen's Association at Belleville, Ont.
July 2—Race meet at Belleville, Ont.
July 3-25-mile road race at Belleville, Ont.
July 4—California Division; third annual meet.
July 4—East Hartford races.
July 4—Kentucky Division L. A. W. meet at Covington.
July 4—Newcastle, Pa.; race meet.
July 28—Greenwood-Wells contest on Eagle Rock Hill, Orange, N. J.
August 17—Michigan Division L. A. W. meet.
Sept. 4-8—Grand International Tournament at Buffalo.

ENGLISH RACING NOTES.

F. J. Osmond, the leading English, amateur, finished third in the L. A. C. 2-mile bicycle handicap on May 12, riding in 5m. 43 4-5s., beating the track record for the distance—viz., 5m. 52s., made by G. L. Hillier in 1881.

1-MILE SAFETY RECORD.

A mile bicycle handicap was arranged on May 12 by several professionals training at the Coventry track. Rowe and Allard were at scratch, the latter riding a Swift safety, with Morgan at 100. Both the scratch men got away sharply and at a good pace. Allard won by six yards in 2m. 37 1-5s., beating Engleheart's record for the quarter, three-quarter and mile. Allard's times were: One-quarter, 39 4-5s.; one-half, 1m. 18 2-5s.; three-quarters, 1m. 53 3-5s., and mile 2m. 37 1-5s.

We are indebted to Mr. S. G. Whittaker for a flaming pink poster of the "Great 1-Mile Bicycle Handicap," which was booked for May 21 to May 23, and for which there were 120 entries, with handicaps ranging from scratch to 280 yards. The longest mark man in England is McIntosh, the one-legged champion, who has been given as much as 320 yards start. "Whit" also writes that he has a new story to tell about the race between a one-legged man and a deaf and dumb man, and how the referee awarded the race to the one-legged chap, though he did not win, because he knew the other fellow couldn't "kick."

On June 2 Crist will ride at Long Eaton in a 5-mile scratch race for a fifty-guinea challenge cup now held by Synner.

THE GREAT CENTURY RUN.

NEW YORK TO PHILADELPHIA, JUNE 16, 1888.

General Plan.—Rendezvous, Newark, N. J., Friday afternoon, June 15 (afternoon run around the Oranges); leave Newark 4 A. M. Saturday, June 16, via Elizabeth to Plainfield (short rest), to Summerville (rest and refreshments), to Trenton (mid-day dinner and rest), to Philadelphia via Bristol, Pa., and Camden, N. J., 92 miles in all, and finally out on the Lancaster Pike to finish the Century. The arrangements at Philadelphia are in charge of Mr. W. R. Tucker, of the associated cycling clubs.

The run will be under the command of Capt. L. A. Clarke, of the Mercury Wheel Club, from Newark to Plainfield; under Capt. Martin, of Plainfield, from the latter city to Trenton; and under Capt. W. M. Crozer, of Trenton, from that city to Philadelphia. Buglers, Fuller of the Brooklyn Bicycle Club, and Murphy, of the K. C. W.; they will also act as pace makers for the run under the command of the above gentlemen.

The following is a list of the clubs now interested—viz: Citizens, Manhattan, Harlem, New York, K. C. W., L. I. W., Brooklyn, Huntington, Mercury and Yonkers, all of New York; and H. C. W., Essex, Plainfield, Bloomfield, Ruthertford, Passaic, Elizabeth, Trenton, Borden-town, Union County and Summerville, all of New Jersey. Neither the Roselle Ramblers or the New Brunswick club have been heard from.

Unattached wheelmen, members of the L. A. W., are as welcome as club members, and will receive numbers and be assigned to ride with the squad of one or another of the captains of the run, or if their number be large enough a separate division will be formed.

For a description of the route in detail see the *Bulletin*, of issue of May 4. The pace will be moderate, and as the route almost parallels the railroad, a breakdown would be of little consequence.

GENERAL INSTRUCTIONS.

The headquarters will be the Continental Hotel, Newark, near the D. L. & W. R. R. station. This road is the best to reach Newark or Orange by, and carries wheels free.

Club captains and unattached wheelmen will please report to the commander at the above hotel, on the evening of Friday, June 15, to receive their assignments in line and to furnish information to the statistician of the run.

BUGLE AND WHISTLE CODE.

Whenever a general dismount is made for rest or refreshments, the "assembly" will be sounded by bugler, followed by "mount," and in the saddle the whistle code will be used, as below: Single file, one short whistle; double file, two short whistles; by fours, four short whistles; dismount, one long whistle (or by bugle); caution, two long whistles.

Club officers are cautioned to keep sufficient interval between squads to allow for the process of "tailing out," where riding in single file is necessitated.

L. A. CLARKE, Secretary,
25 Broad Street,
New York City.

TO THE MEMBERS OF THE L. A. W.

WASHINGTON, D. C., May 30, 1888.

The District of Columbia Division cordially invites the members who attend the annual meet at Baltimore to visit Washington on Thursday, June 21. As Washington is only forty miles from Baltimore, and as reduced rates on both the B. & O. and Pennsylvania Railroads have been secured, this will be a splendid opportunity to visit the Capital City, and it is hoped that every member will be able to visit us. The local members have arranged a programme, which includes a visit to the Capitol, where both Houses of Congress will be in session, the White House, Government Departments, and other points of interest.

You have all heard of our splendid concrete streets. Come and try them. We will take good care of you, and show you more good riding than you ever dreamed of. Full particulars will be announced at Baltimore.

Fraternally,
GEO. G. ATWATER,
Chief Consul.

ROWE'S POOR FORM ABROAD.

The tendency of the hour is to pooh! pooh! W. A. Rowe as an international champion, and we mean to stand in the breach for him. We don't want it to be thought that Howell beat a duffer when he won the world's championship, and we don't believe he did. We have heard it stated that Rowe shapes badly on a machine, but, as on the turf, "they run in all shapes." Lord Marcus Beresford was so little impressed with the appearance of the eventual winner of the One Thousand Guineas that he told the jockey to "keep that crocodile back." Too many good judges who have seen Rowe on the other side, men such as Etherington, Webber, Illston, Engleheart, and others swore by him as a wonder, for him to be set aside on his latest form as a second rater. Probably he has trained off in England.—*Wheeling*.

The Long Island race meet will be held tomorrow afternoon at the Brooklyn A. A. grounds, De Kalb and Classon Avenues, Brooklyn. A large number of entries have been received, including the names of many good men, and the sport promises to be very exciting. The grounds are easy of access, either by horsecars or "L" road from the Brooklyn Bridge. We trust all local wheelmen will attend and encourage the L. I. W. in their effort to provide a pleasant afternoon's sport.

PITTSBURG.

The Pittsburg Cycle and Athletic Club have secured their charter and elected officers as follows: W. C. Coffin, president; W. D. Banker, vice-president; Lee Higbee, secretary; W. B. Troy, corresponding secretary; with J. R. McCreary, C. A. McNally, Hugh Fleming, T. G. Grier, F. G. Lenz, R. A. George and B. S. Crumpton forming the directory. Work will be commenced at once, and the track pushed rapidly to a finish.

W. D. Banker is having built a 55-inch Victor racer, on which he will ride all his races of this season, in the majority of which he hopes to be a victor. (No diagram need apply.) His work so far this year, in what little training he has done, is much superior to any former, and pre-sages what it may be ere the season's close.

The Keystone's run to Monongahela City is off, because of much rain and a counter attraction in the shape of a hill-climbing contest and 14-mile road race at Beaver Falls, to which place they will ride, spend the afternoon, see the races, and return by train.

Apropos of hill-climbing, Mr. Seward Murray, who rode our Irwin's Hill in '87, seemed to think he should do better, and therefore a few days ago rode the hill twice without dismounting. Next!

Mr. Pressley Coleman, "our club poet," also rode the hill, but had no desire to go up twice in succession.

First Lieutenant Smith, of the Keystone Club, will spend the next few weeks in Washington City in search of health and recreation, taking in the League meet returning.

My remarks about the column (?) of wheel notes in the *Sunday Despatch* seem to have borne fruit, as the last issue was minus anything of a cycling nature except a Rowe cablegram and a notice of the Athletic Club election. Probably if the Dispatch Company were to use an infinitesimally small portion of their hundred-thousand-dollar profit on last year's business by paying a *wheelman* to conduct the column, the results would be greater.

I would like to suggest to the compilers of the forthcoming Pennsylvania road book that they, in some simple manner, show what roads reported could be driven over with a buggy, or that would be rideable with horses, thus bringing the interests of the two foremost touring classes closer together, and at the same time be of value, possibly, to many wheelmen.

NOTES FROM THE CITY OF BROTHERLY LOVE.

Louis Hill has secured, through his endeavors, a very handsome silver cup for competition among the members of the Pennsylvania Bicycle Club for a 5-mile race. The cup is of very handsome design, stands nearly twenty inches high, and is surmounted by a winged wheel, the club symbol. The cup is to remain the sole property of the club, and the winner of each contest to have his name engraved on the shield, and to be open for a challenge at any time within thirty days from the date of same, all handicaps to be made by the captain.

The Mount Vernon Wheelmen, Philadelphia's latest cycling club, are making rapid progress, having already forty members, all but a few being wheelmen, while those few, who have as yet to be initiated into the mysteries of the much-talked of, and, I might say, much-cussed header. A number of the members are quite active riders and contemplate a trip on wheel this summer to Niagara Falls. Go on, boys. We wish you luck and success—and lots of it.

On account of four rainy days the latter part of last week the riding did not promise much pleasure, but notwithstanding this fact fourteen of Pennsylvania's riders succeeded in reaching Norristown after considerable pushing through mud and mire. This club, on Sunday, June 3, expects to visit the Wilmington Wheel Club in a run from their city to Newark, Del., while on Sunday, June 10, they will in turn be visited by the Hudson County Wheelmen. Let them turn up in good numbers, for "Pennsy," with the aid of good weather, will certainly do all in their power to make the run an exceptionally pleasant one, and I'll guarantee they will get there.

The Century Club, on account of the bad prospects for good riding, gave up their club run to Paoli, and spent their time spinning up and down the asphalt pavement.

Some one must have been wiping up the top of Conshohocken hill lately and made way with considerable of the top soil, as nine members of the party of fourteen, returning from their run to Norristown, succeeded in mastering the grade, while Dallet succeeded in riding up and down four times without a dismount. The others in the party who met with success were C. A. Roberts, Leisen, Spire, Harvey, Mears, Lehman, Randall, McCloskey and Supplee. Perhaps after this work the ice cream did not disappear with lightning rapidity when Ardmore was reached!

SOME ONE TELLS ME

That Deacon Longaker is not quite so sure as to his abilities to climb Ford's Hill as he was earlier in the season, but I guess he can buy segars for the boys if he wants to.

That this same gentleman expects to do considerable touring this coming summer, and is already booked for the L. A. W. meet and the summer tour of his club, besides which he expects to ride across the State to Pittsburg.

That Kirk Brown smiles with satisfaction every time any one mentions the recent decisions of the Pope-Gormully-Jeffery suit.

That Charles Harvey, commonly called "Pop" Harvey, is having a patent seat made to adjust on his new tandem, to enable the younger member of the family to enjoy the pleasures of cycling.

That, notwithstanding the remonstrances entered against the meanest man alive by several wheelmen, the judges awarded him a license.

That the Richuine brothers are completely wedded to the Veloce Columbia.

That it is surprising how much interest the wheelmen take in a certain man's health at Ardmore, but it is a noticeable fact that the questions are very much less when a certain young lady is not present to answer them.

WESTFIELD.

MINNEAPOLIS MUSINGS.

To inflict a letter upon a long-suffering and indulgent public, when there is really nothing to write about but the weather, that so often cussed and discussed subject, is an offense worthy severe punishment, but the editor is at a long distance, and for once I'll chance it. A cheerful old proverb is to the effect that if it rains on Whitsunday, rain will follow for seven successive Sundays. The first part of this is being religiously carried out, as befits the day, and time alone can tell what will happen before the middle of July. Country roads are not of the best in this part of Minnesota under the most favorable conditions, and those particular ones that we depend on for club runs have not had a chance to get well dried off and smoothed down for a month. My wheel restlessly paws the luxurious stall, and fairly squeaks with joy when permitted to roll up and down our best paved streets. Alas for the long distance men that had calculated on piling up many miles during the rainy month of May!

I saw three of them starting out this noon between showers, and can imagine them snugly under cover at this present moment, if they are indeed as fortunate as that, and joyfully looking forward to cleaning wheels when home again. Do you know I have often thought, when out on a long, hard run, bathed in perspiration, that the getting home, where one could get comfortably dry and clean again, was the most enjoyable part of the trip? To a young rider such views may seem rank heresy, but I think older heads will agree with me that the close of any hard day's work is the most enjoyable part of it, and that the feeling of so many miles more accomplished—if touring—gives great satisfaction. Speaking of touring naturally leads one to the L. A. W. meet, and the many delightful runs and tours that the fortunate men attending will be able to take part in. I know of but one wheelman in these parts who seriously thinks of going, and he is a St. Paul man, formerly of Washington, D. C., and of course familiar with the roads around the latter city and Baltimore. As his health has not been of the best during

the long and hard winter we have passed through, he intends touring part way, and we all hope it will restore him to his old-time strength. We await the '88 programmes with impatience, but if they surpass those gotten out by the St. Louis boys last year, the committee will indeed do themselves proud.

If the idea wouldn't be received with a howl of derision, I would like to suggest Minneapolis as the next place to hold the L. A. W. meet, and call on some wide-awake club to tender a formal invitation at the '88 meet. Now is the chance for the Minneapolis Club to boom itself, and really "be a credit to the city." We have had conventions of all kinds here, and entertained them in good shape. Why shouldn't we have the Wheelmen's Convention? Our hotels are large and good, our streets are wide enough for the parade—that much beloved institution—and we are no further away from the Eastern cities than they are from us. If once decided upon, the necessary amount could be raised during the months intervening, and I am sure the entertaining would be done in royal shape. It would give much more satisfaction to all concerned, and do much more in helping forward the sport, than the questionable project of building a race track for local riders to immortalize themselves on, and teams of professionals to come here and carry away all our spare change. With 500 riders in the city, four cycling dealers, and a population always ready to advertise the city in any legitimate way, the thing ought not to be so difficult to accomplish. Of course there is a possibility that after this year the general L. A. W. meet may be entirely done away with, and in that event nothing would be done—but I doubt if the rank and file are in favor of abolishing the annual meet.

It is true that our L. A. W. membership as a State is not large in proportion to the riders, but there is nothing like a meet—even a State Division meet—to increase that, and Dakota and other adjoining States and Territories could be counted on to turn out royally. I leave the idea in the hands of the Minnesota wheelmen for them to comment on and do as they think best with.

Readers of the *Bicycling World and Bulletin* and *L. A. W. Printer* can not have failed to see the chief consul's request for a prompt expression of opinion regarding the action to be taken with the amount now due this division from the secretary-treasurer. This large amount—between forty and fifty dollars—is not actually needed at the present moment, unless we *should* hold a State meet or something of that sort, and the executive committee of the State think it best to remain the League's creditor until it is in better condition to pay up. Each member was requested to consider his personal opinion in the matter asked for, but I am sorry to say there seems to be a shyness about expression of opinion. The executive committee of course *can* go ahead and decide for themselves, but would prefer to hear from more members, and voting blanks will shortly be mailed to each one in the division.

Considering that the season can hardly be said to have fully opened yet, trade is very fair. One dealer mentions having placed twelve Victor Light Roadsters and one safety, another tells of still more Light Columbias and a Veloce, while I notice a good many light pattern Stars and New Rapids on the roads, so all must be getting their share. The latest additions to the trade, who represent some three different makes, made a rather bad "break" the other day in ordering a rival dealer to leave their samples alone, as he had looked at them enough. Riders hearing of this occurrence will rather question the utility of a wheel that will not stand even the inspection of a different make's representative, and rather fear to enter their place lest they be taken as spies from the enemy's camp, and fired out bodily. For a new firm it seems rather a peculiar way of making themselves popular.

L. B. G.

Our Washington correspondent sends us a sketch of the programme arranged for the entertainment of such of the League members as may care to visit Washington after the League meet. Chief Consul Atwater and his efficient committee will leave no stone unturned that the visiting wheelmen may enjoy themselves, and all who can should avail themselves of the D. C. Division's kind invitation.

PHILADELPHIA POINTERS.

The route for the annual tour of 1888 is a very attractive one, and will doubtless draw many riders, especially as the distances per day are unusually short and the rests long. The historic field of Gettysburg is well worth a visit, but truth compels me to state that the neighboring roads are abominable.

The club supper of the Pennsylvania Bicycle Club, which was to have come off at the Bellevue, Wayne, on May 27, is postponed to June. A postponement of the Hudson County Wheelmen's visit is also announced, with the notice that they are expected on June 10.

The Pennsylvania and the Century delegations have had quarters engaged for them at the same hotel in Baltimore for the League meet, and if they don't make Rome howl it probably will not be for want of not knowing how.

Last week a wheelman on a safety was run into on Diamond Street by a callow youth on a bone shaker. The latter had neither lamp nor bell, and was on the left hand side of the road. These ignorant or malicious cads have become such a nuisance on our streets and roads that I was glad to see him taken in hand by the cyclist. I don't think he will forget the lesson he received in a hurry. Fortunately the rider was not injured seriously, although the safety was somewhat damaged.

I notice that the Long Island R. R. appears to be a hopeless case, so far as liberality to wheelmen is concerned. As its president, Austin Corbin, is also at the head of the Reading, that is probably the reason why the committee of A. C. C. thought it useless to waste powder on that road. The committee appointed by the Association, Messrs. Wells, Supplee and Hare, were instructed to obtain free passage for bicycles from the Pennsylvania Railroad. By the way, just make a note that the B. & O. R. R. carry wheels free; therefore patronize that road whenever possible.

Mrs. James A. Harrison, a Philadelphia society lady, has taken to tricycling at Atlantic City, for the benefit of her health. She is not alone in the sport at that noted seaside resort, for several Harlem belles are to be seen daily spinning along the strand on their mounts, among them Misses Wallace, Spofford, Stoddard and Spaulding. The club uniform of the Harlem Wheelmen is worn by some of them on their runs.

Mr. George Ralston, of the Century Wheelmen, writing from the interior of Brazil, states that eighteen riders have rewarded his efforts at organizing a bicycle club, the first in that country.

Thirty-five dollars was the price paid by the Pennsylvania Bicycle Club for the season's privilege of Montgomery Avenue, saving toll to the individual members. The Turnpike Company afterwards offered it to one of the other clubs here for \$25.

On next Sunday the Pennsylvania Bicycle Club go to Wilmington as the guests of the Wilmington Wheel Club. Some will go down Saturday afternoon on their wheels, while the more unfortunate ones will train it on Sunday morning. One of the most noted runs out of Wilmington is down on the programme.

Several of our Philadelphia flyers are expected to enter for the races at Lancaster on June 9. The prizes offered by the Lancaster Bicycle Club are handsome and costly, and we should like to see some of them come back to this city. Say the half-mile State championship.

Last Sunday A. G. McGlathery and J. L. Bromley each climbed Cassatt's Hill three times without a dismount. This hill has long been one of the terrors hereabouts. Up to the beginning of the present season it had been surmounted by but three or four riders. By the way, your remarks about hill-climbing in last issue were very much to the point, and should be heeded by every wheelman. To many the over exertion would be productive of lasting injury.

It is unfortunate that the races at Camden on Decoration Day should have fallen through. The several events were interesting and would have drawn a large contingent from our riders on this side of the water, but the poor condition of the track had to cause the abandonment of the scheme.

Mud last Sunday? Ye gods! but our roads were in a fearful condition. The "Pennsylv" got through to Norristown all the same with a large delegation.

PHILADELPHIA, May 28, 1888.

CYCLE.

BROOKLYN.

On Tuesday night many anxious faces were cast heavenward to see if there were chances of fair weather on Decoration Day, and especially so at the houses of the three large Brooklyn bicycle clubs. There were greater numbers of members together at the clubs on Tuesday night than ever before during the year. Much speculation as to which team would carry the morrow was rife, though all agreed that the contest would be very close, and even narrow down to a tie. The rooms of the Brooklyn Bicycle Club were thronged with members sanguine of success. The K. C. W., the "invincibles," congregated in large numbers at their club house. The L. I. W., although not in the Association, took a great interest in the contest. When Decoration Day dawned the wheelman's heart was gladdened by an absence of rain. Eighty-seven members of the Brooklyn Bicycle Club assembled in St. Felix Street, under command of Captain Spelman and First Lieutenant Meeteer, who kept hurrying and scurrying hither and thither arranging the position of the members. Lieutenant Meeteer, acting as quartermaster, had been busy days before this day perfecting arrangements for the comfort of the members. His zeal and energy was indeed commendable, and was well appreciated. The line formed along the curbstone of St. Felix Street, stretched along the thoroughfare from street to street, the whole length of the block. At 8:45 Buglers Seixas and Fuller blew the bugle signal for mounting, and the line was put into movement. The parade passed through Schermerhorn Street, where large numbers of pedestrians assembled to see the riders and listen to the sweet music of the "cuckoo bugler," Seixas, down Clinton to Pierrepont and thence by way of Henry Street to the bridge. In going single file over the bridge the line stretched from the Brooklyn to the New York tower. Taking full possession of the Hoboken ferryboat they were transported to the D. L. & W. Railroad station. While crossing the river they came near the Erie boat on which were the K. C. W. The two clubs cheered each other lustily, the irrepressible buglers again vying to twist the air in their bugles into sweet melodies. At the railroad station the Brooklynists stored their wheels in an especially engaged baggage-car. The L. I. W. put in appearance immediately afterwards, and were heartily cheered by the B. B. C. They also had a special baggage-car. Among noises of various kinds the train reached Roseville, where the two baggage-cars were side-tracked. Orange was reached by way of Roseville Avenue, where the members of the B. B. C. were cheered many a time from the verandas of the beautiful cottages adjoining the avenue. When the procession reached Orange the wheelmen halted at the Music Hall, where, in the ball-room, two long tables were spread. Talking about dinners, this one was a "daisy," as the saying went, and Captain Spelman and Lieutenant Meeteer were enthusiastically cheered as soon as the first pains of hunger had been dispelled. The Trenton Wheelmen were in the same room at another table, and when the L. I. W., forty strong, marched into the same room, they cheered the B. B. C., who in return enthusiastically answered. The ball-room may have resounded with cheers before, but I doubt if they were louder or more enthusiastic. Dinner over, a short rest to obey nature's rules was taken, and then, when the bugles sounded merrily, the procession again moved. The course was reached by way of the Valley Road, where, making a short halt, they were met by the K. C. W., thirty strong. When on the course the B. B. C. rode four abreast to the starting place, where they were enthusiastically cheered by the assembled wheelmen. Well, they did not win the race, but their team did make the others hustle.

In another column Editor Prial tells you all about the race. It is said that when Kluge fell, Bradley, in a gentlemanly spirit, waited, which is all very nice, but does not just fit into circumstances, as a man racing on a team is racing for the interest of the club, and not to convince himself whether A. or B. is a better man. Borland was not up to his mark. Schoefer rode a splendid race, as did also Mead. Many of the faces of the B. B. C. members wore signs of bitter disappointment. Immediately after the race the "cuckoo-bugler," Seixas, gave the signal for assembling, and leaving the battle-field, Roseville was reached by a different route. The L. I. W. were already on the train when the B. B. C. arrived, who were too late, and consequently had to wait for the 6:05 train. The same programme that had been gone through with in the morning repeated itself when Brooklyn was reached, excepting that a great many more people assembled to see the wheelmen pass. The members had gradually thinned out when Clinton Street was reached, whence the remainder, still over forty, wheeled to the club rooms. Besides the main body, Mr. Barkman had inaugurated a procession of his own, leaving the club house before the starting time.

The B. B. C. hold their theatre party on Saturday, June 9, when they will attend the performance of a play called the "Pearl of Pekin."

One of the new features in the Brooklyn's club house is a mileage chart of the entire club, carefully prepared and executed by Mr. Cole. His work deserves much praise, as a member who goes into such great trouble cannot be lukewarm for the interest of his club.

The B. B. C. Club's parade was reinforced by a delegation of six of the Mercury Wheel Club, of Flushing, among whom was Captain Clark, inaugurator of the coming century run to Philadelphia. These gentlemen had ridden all the way from Flushing to participate in the B. B. C.'s run.

The Mercury Wheel Club extended an invitation to the Brooklyn clubs to visit Flushing and see the tennis tournament on Saturday, May 26. As luck would have it, it poured, and those who intended to go missed a good time.

INDEPENDENT.

ELMIRA WHEELMEN ON THE ROAD.—The Elmira (N. Y.) B. C. held a moonlight run to Hawana on the evening of the 24th. Twenty wheelmen participated, and the time of the ride was 2h 20m. The club held an all-day run on Decoration Day, starting from Elmira early in the morning and taking a circular tour through Corning, Bath, Dundee and Watkins.

WHEEL GOSSIP.

RACES AT QUEENS, L. I.—One-mile novices—L. Kirby, R. W., 3m. 15s.; H. P. Matthews, Brooklyn Club, second. Two-mile bicycle handicap—M. Marshall, N. Y. B. C., forty-five yards 7m. 4½s.; N. F. Waters, B. C., scratch, second. Three-mile scratch race—M. Marshall, 11m. 11s.; N. F. Waters second; H. L. Hogan, P. A. C., third.

PORTLAND, ME., May 30.—At the Maine Division wheelmen's meeting to-day, G. Minturn Worden, of the John P. Lovell Arms Company, of Boston, made the quickest time, ascending the Clark Street hill, never before surmounted. He road a Springfield Roadster.

PROVIDENCE, R. I., May 30.—At the subscription bicycle races here to-day, officered by L. A. W. members and under the rules of that organization, W. A. M. Scott won the 3-mile state championship in 9m. 37s.

The Orange Athletic Club will hold games at the Roseville Track on Saturday, June 23. Among the events are a 1-mile bicycle handicap.

At the Manhattan A. C. games on Decoration Day, the 2-mile bicycle handicap was contested by B. C. Patchin, N. Y. C., 115 yards; Wm. Schumacher, L. I. W., 120 yards, and J. H. Hanson, M. A. C., 175 yards. J. W. Powers and L. J. Kolp were to have started from scratch, and a pretty race would probably have resulted had they appeared. As it was, Schumacher had no trouble in passing Hanson on the second mile, and won easily in 6m. 27s. The track was rather heavy, which accounts for the slow time.

Wm. Read & Sons have placed additional orders for more New Mails, to be gotten out as soon as possible. The Mail is having a genuine boom. Baltimore and St. Louis clubs have placed heavy orders for New Mails this year.

Messrs. Samuel T. Clark & Co. have opened a branch store in Washington.

The Detroit B. C. has an active membership of fifty.

Messrs. Bartlett & Wood report a wheel boom at their headquarters on Lenox (Sixth) Avenue. This is a very convenient place to hire wheels, as one can mount right at the door.

A 2-mile handicap will be decided at the Highland Athletic Association's games, to be held at the association's grounds, Roxborough Avenue, Philadelphia, on June 30. Entrance fee, 50 cents for each event. Entries close June 23 with A. W. Ott, 431 Walnut Street, Philadelphia, Pa.

Owing to the efforts of the Milwaukee wheelmen, the Chicago, Milwaukee and St. Paul R. R. have made arrangements to add to the comfort and convenience of all wheelmen using their road at Milwaukee.

At the Woodstock races, held May 24, in celebration of the Queen's Birthday, W. Windle, of Lynn, Mass., proved his superiority over both C. E. Kluge and Fred Foster, beating them three times. The races developed a new man named Rossicar, who did wonders on a Roadster, and will doubtless be found near the top of the heap before the year is over.

Brooklyn A. A. games, held May 30, at club's grounds, Brooklyn, L. I.—1-mile novices: Heat 1—G. W. Kreger, L. I. W., 3m. 24 2-5s.; F. G. Brown, K. C. W., second by three yards. Heat 2—M. C. Fuhmann, Brooklyn, 3m. 33 1-5s.; J. A. Constant, C. C., N. Y., second by six inches. Final Heat—Kreger, 3m. 30 1-5s.; Brown second by a yard.

At the New York State Intercollegiate games, held at Rochester, May 25, J. P. Becker, of Syracuse, won the 2-mile bicycle race in 6m. 39½s.; H. D. Kittinger, Hamilton, 6m. 57¾s.

The medals offered by the Queen's A. A. A. to the men riding the fastest and second and third fastest miles over their track have been awarded as follows: L. Kirby, Riverside Wheelmen, 3m. 15s.; H. R. Davis, Harvard, 3m. 21½s.; N. F. Waters, Brooklyn B. C., 3m. 26½s.

A number of bicycle and foot races will be run at Queens, L. I., on June 16.

AN IDEAL SAFETY.

BY W. H. WILSON.

(One-Mile Amateur Bicycle Champion of Scotland.)

"Safeties are all the rage!" That is a remark we hear every day; but, is it merely a craze? We heard a great deal about the "Cripper craze" a year ago, and how has it turned out? The antediluvian rear-steerer, Salvo, Coventry Rotary, and latterly the Humber type, have each had their successive day. Many riders have no other idea than the prevailing fashion to guide them in choosing a mount; but mere fashion has little to do with it. As regards cycles, it is, and will ever be, a case of "the survival of the fittest." These former machines all had defects, more or less; but where are the defects of a properly designed Ripper Tricycle, with nearly equal wheels? It has come to stay, though it may yet be rivalled by a compromise between itself and the Humber.

The rear-driving safety is the best mount yet made for the road. Its superiority to the "good old ordinary" lies in the fact that the rider does not receive the direct vibration of either wheel. One wheel may rise and the other fall, owing to the inequalities of the road, but the pedals and saddle between are comparatively isolated from vibration. The rider may put in every "ounce" without fear; and "skidding" of the driving wheel is, save on greasy roads, almost impossible, as the more the rider pulls on the handles the harder it grips. On the other hand, in the ordinary the whole vibration is on the pedals, and this is apt to throw one's foot off occasionally, with an undesirable result. With a smooth surface, such as a track, the advantage for the safety already referred to, does not exist; and the ordinary, with its immunity from friction, holds its own—and further, if the surface is loose, the smaller wheels of the safety offer greater resistance. An advantage of the safety worth mentioning is its speed in a head wind, where, having less surface exposed to atmospheric resistance, it is consequently faster than the tall and graceful ordinary.

No machine has been so much "burlesqued" in design as the safety. It is getting into shape now, however. After much groping in the dark, makers appear to have agreed that two 30in. wheels are best. These are not too small to cause excessive vibration, and not too large to be needlessly heavy. A large front wheel, say 36in., has advantages worth considering, chief of which is the steadier steering obtained. This will more than compensate for the increase of weight and other trifling disadvantages entailed by a large pilot wheel.

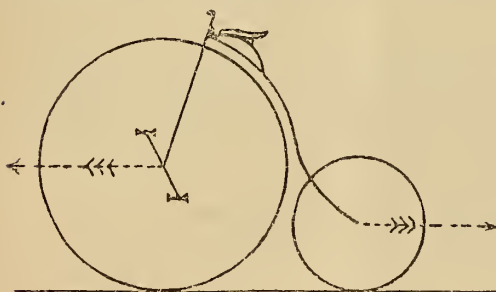


FIGURE 1.

Let us now construct a "skeleton" diagram of an ideal safety to meet the strains to which it is subjected, but with total disregard to any particular maker's ideas. We have the two wheels (Fig. 1) as close together as circumstances admit of (for convenience, shown the same size); the pedals, clear of the ground, and close to rear wheel; the saddle in its proper relation to pedals; and handle bar ditto to saddle. If the line (dotted in diagram) from which the steering part is pivoted reaches the ground slightly behind its contact with the front wheel, the steering will be improved to such an extent that the machine will tend automatically to steer in a straight line. A straight tube and curved forks best join handle bar, centres and front wheels. Outside centres, as shown, seem to be the more satisfactory, admitting of easy adjustment, and working better than a large pivot, which, however, serves the purpose very well. A frame is now required to support the weight on saddle and pedals, combining the greatest degree of lightness and strength. A "trussed beam" best fulfills this requirement, the part in compression in the form of a forked tube (the back-

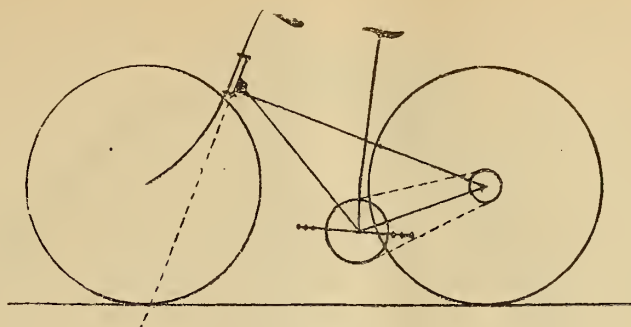


FIGURE 2.

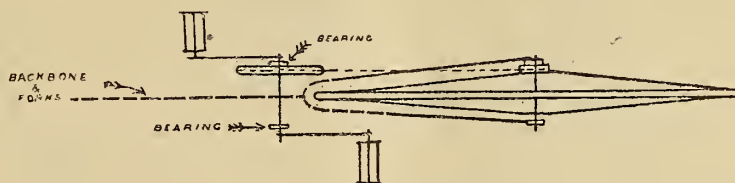


FIGURE 3.

bone) reaching from the centres to the back wheel hub; and the part in tension reaching from near centres to crank bearings, then to a point near back wheel hub. The latter part will consist of a rod at either side, and they will only be in tension when the rider is not driving. When driving they will have to resist the pull of the chain tending to bring chain wheels together. If this is properly provided against there will be no twisting action on the following part. The "truss" will be the part from pedals to backbone, and may be continued to saddle. It should be of tube stiff enough to support the saddle without further staying. The part under the backbone should be forked, and the forks go straight to either bearing. It is evident that Fig. 1 in profile practically coincides with the machines of several makers. There is no novelty about it, neither is it desirable. If a frame is properly constructed on these lines, I am confident experience will prove it to be the most efficient.

With Fig. 1, however, the resemblance ends. A machine has yet to be produced which will form a perfect combination of the above frame, with gearing, as in Fig. 2—viz., the hub and back chain wheel in one piece, the front chain wheel in line with back, the bearing close to outside of chain wheel, and crank close to bearing. The opposite crank and bearing will be the same distance from the centre of machine. Thus the chain wheel is *between* the bearings. I admit there are difficulties in carrying out this design, but I don't see why they should not be overcome, and it need not cause too wide a tread. The details may be varied, but nothing ought to be introduced that will impair the efficiency of these parts. We generally see the tube joining the saddle, backbone and pedals, with a cross-piece at the bottom, and a bearing at either end. Though this answers the purpose fairly well, it necessitates the "overhanging" of the chain wheel (that is, having it outside the bearings instead of between them) and a greater overhanging of the crank on that side, both of which cause excessive strain on that bearing, much against the durability of the machine. A spoon brake on the front wheel is superior to the complication of links and bell cranks necessary for a band brake, but the spoon itself must be carried from the forks, and not suspended in space on the end of the rod, as we sometimes see. This very efficient brake has come in for a deal of abuse of late. It is not the brake, however, but the makers who are at fault. The "spoon"—that is, the part coming into contact with the wheel—should be about twice the length it is usually made, and well rounded at each end, so that no corner comes in contact with the rubber. An anti-vibration spring is a great improvement, but worse than useless if it does not take the vibration off the hands. As far as the rest of the machine is concerned, it is not so essential.

We have been hearing a great deal about a "Rational" type of ordinary of late. The derivation of the name is not very evident. The sketch, Fig. 3, will show its own absurdity. It is purposely exaggerated in order to show the defects more clearly. The arrows indicate what takes place with a weight on the saddle. In

addition to the strain on centres caused by the forward pull of the driving wheel (which, with the least rake, soon wears the centres) we have the weight of the rider acting at a leverage of 8 or 10 times. What centres can stand this? The larger back wheel extends the wheel base, making matters worse, and how can the rider put his weight on the pedals?

A word about the "Kangaroo" type of safety. It is hardly what can be called a practicable machine, though at one time largely manufactured. A single bearing with crank on one side and chain-wheel on the other would condemn anything. Then the "backlash" every time the crank was at the top and bottom soon put it on the shelf.

Direct or tangent spokes have each their respective advantages. Direct spokes transmit the power from hub to rim by their resistance to bending; the bending is greatest close to the hub, consequently they should always be butt-ended. They yield a little under pressure on the pedal, thus it is really pedalling against a spring, which absorbs a great part of the vibration. On the other hand, tangent spokes transmit the power by their resistance to tension, that is direct pulling, and so do not yield to pressure on the pedal, but make the connection between pedal and rim perfectly rigid. Both offer *exactly the same relative resistance to buckling*.

Cranks and gearing are interesting items. Both naturally vary according to the strength of the individual rider, and in this respect practical experience is the best guide. Upon the whole, long cranks and high gear will be found more advantageous than short cranks and low gear.

I should be glad if any one differing from me regarding any of the points on which I have treated would state his opinion. The subject is an interesting one, and worthy of discussion.

I have endeavored to steer clear of technical terms as far as possible, in order that every rider, however inexperienced, may follow and understand the arguments used and the designs shown.

A FURTHER CONTRIBUTION BY GEO. ROMANES, C.E.

There are one or two points in the very interesting article in your issue of April 25, on the above subject, which would stand a little reconsideration.

With reference to the writer's suggestion, that if the line through the steering centres were made to cut the ground *behind* the point of contact between the wheel and the ground, the steering would thereby be improved. This might appear to be the case with a very slow motion on a smooth surface, because the weight of the rider, in that case, tends to keep the front wheel from falling to one side. However, in the case of rapid motion, on a more or less rough road, the conditions affecting the steering are entirely altered. In this case, the front wheel is continually encountering small obstructions in front of its point of contact with level ground, and the farther these take place in front of the line through the steering centres, the more difficult will be the steering, for they will have the more tendency to cause the front

wheel to swerve. Hence the form of fork and position of centres suited to easy going on smooth surfaces is not the best for rapid motion on rough ones.

There is a method, however, by which a machine can be suited equally well for all cases—viz., by using a fork straight to the centre of the wheel, with considerable rake, and correcting the tendency to swerve at very slow speeds by means of a rubber spring. This spring, if properly applied, keeps the steering perfectly free and mobile in the central position, and is altogether better than the spring and cam, which has been tried, without much success, on safety bicycles.

One word on another point. The criticism on the "Rational" form of bicycle (Fig. 3 of the same article) seems scarcely fair. The stress on the centres, owing to the rake of the front fork, is not very much greater than in the case of the safety. It depends principally on the amount of rake and the weight borne by the front wheel. The pull of the front wheel, which equally applies to all ordinary bicycles, has not much to do with it, for when the front wheel is pulling, the rider's weight is mostly on the pedals.—*Scottish Cyclist.*

THE SOUTHERN BOULEVARD AND ITS BRANCHES.

Commencing at the northern end of Harlem Bridge and Third Avenue, the Southern Boulevard extends in a general northeasterly direction till near its middle point, when it gradually turns westward again, and crossing the Harlem Railroad ends in Jerome or Central Avenue, a few yards above the entrance to Jerome Park. It thus forms a bow or arc six miles and a half long. With the exception of a strip about three-quarters of a mile long, between Pelham Avenue and the Harlem Railroad, it is macadamized the entire distance. The first mile and a half and the last half mile could not be better, and with the exception of a short, sandy strip near the middle, the rest is in excellent condition. Taken all in all, it is a fine road, and one of the wheelman's principal outlets from the city. It is this road, with its various branches and points of interest, that I attempt to describe.

Mounting our wheels at Harlem Bridge, we shortly come to a long, low hill, from which, as we descend the other side, we catch a glimpse of the Bronx Kills and Randall's Island, directly south of us. As we ride up the next slope, the blue waters of the East River suddenly appear in view. The village of Flushing forms the eastern boundary, three miles away. Barretta's and Spofford's points are on the north, and off to the southeast is seen Bowery Bay, with its hotels and pavilions. Several islands lend their charms to the view. The more easterly of them is Riker's Island, nearly a mile long. The northernmost, on which are several large brick buildings, is North Brother, where the smallpox patients of the city are sent. The small island south of this is South Brother. Here and there are steamers and sailing vessels, and all together form a very pretty marine view that can be seen from the road for half a mile.

JUST A MILE FROM HARLEM BRIDGE.

Just a mile from Harlem Bridge the 138th Street horse-car railroad crosses the Boulevard, and extends down a gentle slope to the water, a third of a mile away. About 200 yards south of this terminus is the place where the British ship *Hussar* sank during the Revolution, carrying with it, so the story says, hundreds of thousands of dollars worth of gold coin, intended for the pay of the British army.

A horse-car railroad is now being built in the Boulevard, one track taking in the west half of the macadam, the other the eastern part of the road. It starts at 138th Street and is to go, I was told, as far as Fordham. But to go on with our trip.

TO OAK POINT.

A mile north of 138th Street we come to Leggett's Lane, crossing the Boulevard at right angles. If this is followed a quarter of a mile to the east it will take us to Oak Point, the "Coney Island" of Harlem and the Annexed District.

THE HUNT'S POINT ROAD.

Riding a little further, and down a slight hill, we come to a thick wood that stretches along

the left side of the road for nearly half a mile. Here, about two miles and a half from Harlem Bridge, the Hunt's Point Road branches off to the east. It is quite a pretty little road, and is finely macadamized for three quarters of a mile. There are several fine residences on it, and a short distance beyond the end of the macadam is the entrance to the grounds of Barretta's Point, marked by two stone pillars. A road leads from the entrance southward to the old Barretta mansion, which was an old house even in revolutionary times. Unfortunately it was entirely destroyed by fire during the blizzard. But what will probably prove more interesting to the thirsty wheelman is a neighboring well, whose water is clear as crystal and cold as ice. By walking to the end of the point a fine view can be had.

Returning again to the entrance, we continue our way eastward over a rather stony but rideable road. On a little mound to our left is a very old graveyard that has many quaint inscriptions on the tombstones.

THE ROAD TO SPOFFORD'S POINT.

About a mile from the Barretta Point entrance we come to Spofford's Point, and by following a rather rough road on the west shore we may ride out to the very extremity of the point, where a person might stay for hours watching the numerous steamers, yachts and schooners sail by, without tiring of it.

THE WESTCHESTER ROAD.

Resuming our way up the Boulevard again, a quarter of a mile further on, and two and three quarter miles from Harlem Bridge, we come to its intersection with the Westchester Road, which just at this point extends in a northeasterly direction. The left branch, which has lately been widened, has a dirt road-bed and leads to Melrose. The right branch is macadamized to its end in Westchester Village, and is the regular route to Fort Schuyler.

TO WESTCHESTER VILLAGE.

Leaving the Boulevard we ride down a hill, at the foot of which we cross the tracks of the branch railroad and a few feet beyond the bridge over the Bronx. The road is rather sandy just here, but a side path affords quite good riding. Crossing a stony hill on the other side, we come to a causeway about a half a mile long built over the salt marshes. This is splendid riding, but I cannot say that of the road beyond. There is a side path, however, that is fair riding nearly all along the road till we come to Westchester Village, about three miles and a half from the Boulevard. Riding through this and across the bridge over Eastchester Creek, we come into Schuylerville. Turning to the right we ride up a small hill, at the top of which commences the road to the fort.

FORT SCHUYLER AND THROGG'S NECK.

We are now on the beginning of Throgg's Neck and riding in a south to southeasterly direction. The road here for a mile and a half is magnificent. The surface is macadamized and as hard and level as a race-track, while on either side is a row of great trees meeting overhead in an arch. At the end of this strip the road splits in two branches. One, which is macadamized, goes towards the southwest, and, if followed for a short distance, would lead us to the south shore of the Neck, where we can look down the East River for several miles. The other branch leads to the fort, about a mile away. The road is sandy, and makes several sharp turns, finally taking us into the grounds about the fort. A splendid cinder road leads us past the barracks and officers' quarters to the very end of the point; we dismount and climb up one of the earthworks to enjoy the view. About two miles to the north is City Island. To the northeast the waters of the Sound stretch to the horizon, broken here and there by steamers and sailing vessels. To the east, forming the Long Island shore, is Great Neck, and directly south of us is Willet's Point. To the west stretches the East River, down which we can see as far as the islands in Port Morris. Our next move is to examine the fort on which Congress has spent many millions during the past few years. The walls are many feet thick, and on the landward side are a moat and draw-bridge that remind us of the middle ages.

The run to Fort Schuyler, I think, is one of the most enjoyable little trips to be had in the neighborhood of New York. The extreme end of the point is just ten miles from Harlem Bridge, and I have ridden it with but one

dismount. When it becomes better known I think it will be the favorite half-day run of New York wheelmen.

BACK TO THE BOULEVARD AGAIN.

Retracing our route to the Boulevard, we again start on our way northward. A short distance above Westchester Road we come to Home Street. If followed to the west it will take us to Woodstock; if to the east, to West Farms. The macadam here becomes rather worn, but by keeping in the wagon tracks we get along very well. Riding down a slight hill and up the incline beyond for half a mile we come to the Boston Post Road, on which are the horse-car tracks extending from Harlem Bridge to West Farms.

WEST FARMS.

We can reach the latter place by turning to the right and following the tracks for a third of a mile. Resuming our way, we ride through a short sandy stretch, and a quarter of a mile above Boston Road come to another cross-road. The eastern branch leads into West Farms; the western branch ends in the woods at Franklin Avenue, a short distance back. A little way above this road, and four miles from Harlem Bridge, we come to another cross-road, Tremont Avenue. It has been newly macadamized and is in fine condition. To the west it goes up a slight incline for half a mile, and then down the other side into Tremont. To the east it goes down hill into West Farms, where it crosses Boston Road and extends eastward to Westchester and Schuylerville. Beyond Boston Road, however, it is not macadamized, and is very poor riding. A pleasant little ride can be had by continuing northward from this point along Boston Road. We are soon out of the village, and on our right, a few feet from the road, we see the Bronx River, here turned into a pretty little lake by a mill dam.

THE FAMOUS ROCKING STONE.

About half a mile from the village, and just over the top of the wooded ridge stretching up from the left side of the road, is the famous rocking stone. It is out of sight of the road, but by going through a wagon gate in the stone wall and up the hill to a little brown farm house that can just be seen through the trees, it can easily be found. It is a great boulder, about nine feet thick, having the edges roughly rounded, and is so balanced on a rocky ledge that a child can rock it. It is said by scientists to have been left there by a glacier.

Mounting our wheels again and taking the side path, a half mile beyond we cross the Bronx and ride into the village of Bronxdale.

BRONXDALE.

A short distance above the bridge the road is crossed by Pelham Avenue. We have here a choice of several routes. By continuing straight along the old Boston Post Road, we would come out in New Rochelle, six miles to the northeast. But this road is of no use to the wheelman, except to give him a good idea of what the Sahara looks like; for it is all sand and stones, and is really not fit to be called a road.

WILLIAMS' BRIDGE, WOODLAWN, MT. VERNON AND WHITE PLAINS.

By taking the macadamized White Plains Road, which trends to the northward, affording good riding, we can go to Williams' Bridge, Woodlawn, Mt. Vernon and so on to White Plains. Pelham Avenue, to the eastward, takes us three miles over a poor road to Baychester Station, on the west shore of Eastchester Bay, opposite Pelham Neck. By following it to the west for a third of a mile we again come to the Bronx, and a short distance beyond that to the Southern Boulevard. From here to Fordham, a half mile west, it is finely macadamized.

MOST BEAUTIFUL SCENERY—THE LORILLARD WOODS.

Extending northward from Pelham Avenue to Bedford Park and from the Bronx westward to the Boulevard, lie the Lorillard woods, lately acquired by the city and formed into Bronx Park, together with the land extending for half a mile south of it between the Boulevard and the Bronx, and a long narrow strip on the eastern bank of the river. These woods afford the most beautiful and romantic scenery in the neighborhood of New York City. A third of a mile

above Pelham Avenue the west bank rises almost perpendicularly from the river, and is crowned by a thick growth of evergreens that make a pleasing contrast with the grey color of the rock. At the foot of the little precipice the Bronx rushes along over a rocky bed, foaming and spluttering. Looking up the river you see rapid after rapid, until a hundred yards or so above the river bends towards the west and is lost to view.

On the east bank, which is also wooded, but not as precipitous as the west one, stands a picturesque old mill, long since deserted. Further on the little glen becomes still wilder. The tree-clad bank rises a hundred feet above, and in some places overhangs the rushing stream, whose foam looks like carded wool. A person might easily imagine himself in some wild glen in the mountains, and there is not a house or a road in sight to destroy the illusion.

No wheelman who rides by should fail to visit this spot, and I vouch for it he will not regret it. It is easily reached by walking up the west bank of the river from Pelham Avenue, and as there is no underbrush in the woods, and but two low stone walls, a bicycle is no incumbrance.

TO BEDFORD PARK.

Returning to the Boulevard at Tremont Avenue, where we last left it, we will again take our way northward. The road is excellent along here, so it takes us but a short time to make the mile to Pelham Avenue, which is just five and a fifth miles from Harlem Bridge. The macadam stops here, but by taking the side-path fairly good riding is to be had. Proceeding in this manner for three-quarters of a mile, the road gradually turns to the northwest, and crossing the bridge over the Harlem Railroad, we ride into Bedford Park. This pretty little place has sprung up during the last two or three years. The houses are all after the Queen Anne style, and each is surrounded by a quite large lawn.

The macadam again commences this side of the bridge, and is *Ar.* Riding through the place, up a long hill and down the short slope on the other side, we come out on Jerome, or Central Avenue, about half a mile from the Harlem Railroad, and six and a half miles from Harlem Bridge.

Central Avenue stretches northward from here to White Plains, but it is very bad riding for some miles, on account of the sand. It is finely macadamized from the end of the Boulevard to the Kings Bridge Road, a half-mile below. This road to the west leads into Kings Bridge by way of Breakneck Hill; if followed to the eastward for half a mile it would take us, after several turns, into Fordham, past Edgar Poe's cottage. From the Kings Bridge Road to Central Bridge it is three miles, and though the road is rather heavy, yet fair riding is obtained by using the side-path. From Central Bridge to Central Park the route via Seventh Avenue is probably familiar to everybody and will need no description.

HOWARD A. RICH.

Cables from London, under date of May 26, report that Rowe met with a serious accident at Jarrow, breaking his collar bone and receiving severe internal injuries. The accident to the American champion is very unfortunate, and we trust the cable report is an exaggeration.



THE SPECIAL SPARKBROOK.

LLEWELLYN H. JOHNSON, 401 AND 403 MAIN STREET, ORANGE, N. J.

As promised last week, we present herewith an illustration of the new Special Sparkbrook Bicycle. Its lines are exceedingly graceful, and while, as is usual with the highest grades of machines, the wheel appears heavier than it really is, the utmost care has been taken not to sacrifice in the slightest rigidity and strength to lightness. The Ball-Bearing Head is a new pattern, possessing several advantages over any other. The neck spindle is fitted at both ends with case-hardened caps, annularly grooved for the balls, which are of 3-16 or Pedal-bearing size. The upper centre-screw and head-bridge contain the balls, which are kept in place by a perforated disc, allowing them to revolve freely, but preventing their escape. The disc is free to revolve on a small screw, by removing which the plate may be taken off and a new ball be inserted if necessary. The Special Sparkbrook has taken the veterans of the famous "Oranges" by storm, and it has already become THE wheel in that section, while favorable reports are coming in from many other places where it is in use. Mr. Johnson reports that he has not yet quite succeeded in catching up with his orders, but is clearing large invoices weekly, which enable him to promise prompt delivery from stock next week.

NOT ALL BRAG AND BLUSTER.

We saw Billy Rowe hard at work on Coventry track last Thursday evening, and you may bet he was moving. Alford was training alongside him, and could hold his own with the teetotal phenomenon. All the same, we are inclined to think, from the pace he showed in one sprint of three-quarters of a lap, that Rowe has not yet been seen at his best. Now that warmer weather has come, we look for his speedier return to American form. We can't believe, as some folk do, that it was all brag and bluster, and not downright fact, that made Rowe's records in America. We sometimes think that a Yankee's word is as good as an Englishman's any day.—*The Scottish Cyclist*.

WILL SOME ONE INFORM US?—Mr. Editor, can you inform me whether Mr. Charles F. Joy, of the Massachusetts Bicycle Club, has ever had his poems published in book form?

Last week we announced that the Surprise Whistle, which is having such a run at Spalding's, retailed at 20 cents. The price of the Surprise is 25 cents, but after a single blast on the Surprise this will be considered a very low figure.

S. S.—Spalding's Surprise.

Twenty-five cents—Spalding's Surprise Whistle.

FAST ROAD RIDING.—Robert Gerwing, captain of the Denver Ramblers, showed excellent form on May 20 in a 25-mile handicap held at Denver, Col. Gerwing started from scratch, and won by a minute in 1h. 30m. 40s.



KIMBALL'S SATIN STRAIGHT-CUT CIGARETTES.

People of refined tastes who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes of 10s, 20s, 50s, and 100s.

14 PRIZE MEDALS.

WM. S. KIMBALL & CO.

SOMETHING NEW!

The Bundle Carrier for the Safeties fitting on the Mud-guard, and adopted for all the Safeties.

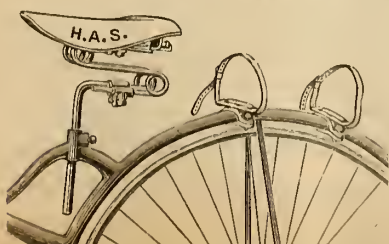
HOWARD A. SMITH & CO.,

ORATON HALL, NEWARK, N. J.

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THE POT AND THE KETTLE.

We have received the following communication from the Gormully & Jeffery Manufacturing Company, with the request that we publish same:

Editor Bicycling World:—We notice with considerable amusement an advertisement on the last page of your issue of May 25, in the space usually occupied by a certain cycle manufacturer who recently suffered an absolute defeat in a legal contest with ourselves. The advertisement consists of a letter which our attorneys sent to several American manufacturers and importers only, stating that in their opinion they infringed our letters-patent; this the letter states for itself, but the misleading character of it calls for an explanation. The advertisement leads off with the 'Pot and Kettle. Why should the Pot call the Kettle black ass?' though we never intimated that the Kettle was an ass, and winds up as follows:

"We say nothing of the purpose of sending this notice," etc. There is evidently a desire to cause the public to believe, by reference to our advertisement in your issues of the 11th and 18th inst., that we sent such a letter to all the agents and dealers in the country, as they did, to intimidate them into not handling their goods. We do not take such underhand measures. We went directly to the fountain head and notified the manufacturers and importers, who are the real transgressors, but not the agents. We are and have always been willing to fight our commercial battles on business principles and on the merits of our productions. This manufacturer it would seem feels chagrined at realizing what a boomerang the letter of February 15, 1887, has become, and wishes to stamp us as followers of their line of policy, which is not the case, as can be proved by the testimony of the agents and dealers. We are sorry, too, to find

they have lost their temper, having understood that they prided themselves on their ability to conduct a warfare, either legally or commercially, in a perfectly good spirit, and we certainly did not imagine they would lose their equilibrium at being defeated, which a good general never does.

"We also notice that in another part of your paper it is stated that the interference case between Mr. Jeffery and Mr. Copeland was decided, on the 8th, in favor of Mr. Copeland. This is a fact. It was simply an interference between Mr. Jeffery and Mr. Copeland, but they evidently wish to ring it in as a case in the series of cases between the Pope Manufacturing Company and the Gormully & Jeffery Manufacturing Company, and claim it is of considerable importance as sustaining that patent. This is not the fact. It is as we before stated merely a suit to establish the right in the patent office as to who was the first inventor of the device named. It has no bearing whatever on the validity or the sustaining of the patent."

THOSE SMART ENGLISH.

According to the *B. N.* the Ducker Printing Company has come to grief. This cannot give confidence to those professionals who may be thinking of journeying over to the American Autumn Tournaments, which will be under the control of the man of Springfield. It would be as well if the prize money was put up with some respectable American journal.—*Athletic News.*

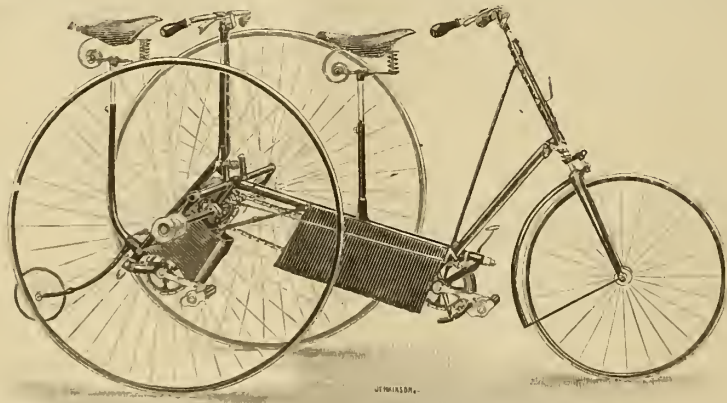
Mr. Ducker has not been with the Springfield Printing Company for months, and now lives at Buffalo, where he is engaged with a prosperous concern. Print this, *O A. N.*

CYCLE MACHINIST WANTS EMPLOYMENT.—Mr. M. Hoyt, Jamaica, L. I., wishes a position as expert repairer with some cycle house, either in New York or out of town.

GILLOTT'S STEEL PENS

ARE THE MOST PERFECT.

HUMBER'S LATEST TANDEM.



Weight 100 lbs. $\frac{3}{8}$ -inch Rubbers. 4-Bearing Axle.

TESTIMONIAL.

Mr. L. H. JOHNSON:

DEAR SIR,—I must write to you in regard to the Cripper Tandem I purchased of you some time ago. I am perfectly satisfied with it; the more I ride it the better I like it, and my wife thinks there is nothing like the Humber Cripper.

Very truly yours,

W. H. STARRETT.

THE LADIES' TANDEM PAR EXCELLENCE.

LLEWELLYN H. JOHNSON,
No. 401 MAIN STREET, ORANGE, N. J.

A fresh invoice just received.

Weed Sewing Machine Co.,

HARTFORD, CONN.,

General Agents
for

COLUMBIA 'CYCLES

For the State of
Connecticut.

AGENTS WANTED IN UNOCCUPIED TERRITORY.

A. G. SPALDING & BROS.

RACING WHEELS TO HIRE—THE SURPRISE AGAIN.

The season of tournaments is rapidly approaching, and as a man without a racing wheel will stand no chance in the many meets to be held this year, we offer to let out racing wheels at a reasonable charge. We have a fine stock of racing wheels, in sizes 52, 54, 55, 56 and 57 of the best makes on the market. These wheels we will let out at FIVE DOLLARS PER WEEK. We will send these wheels to any part of the country, to responsible parties, upon receipt of a small deposit.

We are pleased to be able to announce that we are now able to fill orders for Victor Safeties without delay. In VICTOR LIGHT ROADSTERS and VICTOR JUNIORS we have also a fine selection in stock.

OUR INSTALLMENT PLAN has been found to give eminent satisfaction, and we have sold a large number of wheels in that way. We make suitable terms, and buyers will find this an easy method of purchasing a wheel.



THE SURPRISE.

We have had a large demand for Surprise Whistles. The price of these whistles is TWENTY-FIVE, not TWENTY CENTS, as erroneously stated in this column last week. This whistle is without doubt the loudest, clearest-toned and finest whistle now on the market. We are sending them by mail all over the country.

With the advent of the warm weather, cyclists will want light, yet serviceable clothing. We have a number of styles and makes of light caps, helmets, as well as jerseys, uniforms, shoes, etc., etc.

Send for Illustrated Cycling Catalogue.

A. G. SPALDING & BROS.,

241 BROADWAY, 108 MADISON ST.,

NEW YORK.

CHICAGO.

WARWICK

CYCLE

CYCLES



The Warwick Perfection

— IS —

COMING.

MFG. CO.

SPRINGFIELD,
MASS.



PECK & SNYDER,

124, 126 & 128 Nassau Street, N. Y.,

AGENTS FOR

THE NEW MAIL 1888.

GREATLY IMPROVED THIS YEAR, MAKING IT A

Light Roadster of the Highest Grade.

All parts Steel Forgings and strictly interchangeable. The only Wheel with the Triggwell Ball-bearing Head. Perfection-strengthened Backbone and Forks, and thickened Rim. Tangent Spokes, Spade Handles, Kirkpatrick Saddle, Adjustable Step, etc. Price \$5 less than last year. We also handle the famous IVEL SAFETY. Come in and see them. Send for circular. Also a full line of Sundries, Uniforms and General Sporting Goods.

Repairs! Repairs! Repairs!

New York **STAR** Headquarters.

Friends of the "little wheel in front"—

We can repair your machines *promptly, cheaply and skillfully* at our new shop, opened in connection with our Branch House, 115 Liberty Street. With a finely equipped shop and competent workmen we are in position to repair Wheels of *all* makes with equal facility and despatch. We solicit your patronage. Near all down-town ferries. Easy of access for Jersey men and Brooklynites.

H. B. SMITH MACHINE CO.,

Works and Main Office, SMITHVILLE, N. J.

115 LIBERTY STREET.

NICKEL-PLATING.

An English writer endorses the idea recently put forth in some letters published in this paper that the nickel-plate put forth by English makers is not properly applied and readily rusts. In it the strongest kind of plea in favor of nickeling is that a rider in the stronghold of all-black wheels should favor its use. We publish the letter below:

Having of late noticed in your valuable paper several letters complaining of the rusting and wearing off of the nickel-plating, I may say that this is to a great extent due to a want of its being properly deposited. Speaking as an expert in electro-metallurgy, and especially in nickel-plating, I maintain that if the work is properly prepared for plating, and well-coated with copper, not a mere film, but heavily plated, then transferred to the nickel bath and treated with due care as to the quantity of electric current used and length of time of remaining in the bath, the quality of the solution and of the anodes used, a good sound coat of nickel, white as silver, very durable, and not likely to rust under ordinary circumstances, would be obtained, giving every satisfaction to the cyclists in general. During many years' experience I have plated considerable quantities of bicycles and tricycles, and have rarely received a complaint as to the deposit wearing off within a reasonable time.—*Joseph H. Hope in The Cyclist.*

THE TRADE IN WOLVERHAMPTON.

Most of the cycle-makers are now very busy, and are pressed by buyers for deliveries. The result is that the workmen at numbers of the chief shops are now making overtime. The European markets, especially Germany, Canada, the United States and the Colonies are the best buyers. Orders which were placed by export buyers at the Stanley Show have been under execution during the past two or three months, and these are now being supplemented by fresh demands by every post. The safety rear-driving bicycles this season are all the rage, alike for home and export. Ordinary high-built machines are very slow, and even the once-favored tricycle has had to give place in popularity to the more convenient safety. Humber & Co. (Limited), formerly Joseph Devey, report that the demand up to Easter was disappointing, but since then the works have been very busy. Seventy, eighty, and even ninety machines a week are now being turned out. The largest demand is for safeties. The foreign markets are unusually late this year in buying. The United States and Canada are taking bicycles, and Germany and Australia tricycles.—*The Cyclist.*

OFFICIAL TAILORS AND OUTFITTERS.

Olderan Bi-Club.
Citizens Club.
Long Island Wheelmen.
Hudson County Wheelmen.
Harlem Wheelmen.

DEVLIN & CO.,

New Jersey Wheelmen.
Roselle Ramblers.
Huntington Bi-Club.
Olderan Bi-Club of Bergen Point.
Yonkers B.C., and others.

Broadway and Warren Street,**NEW YORK,****MANUFACTURERS OF**

**Bicycle, Tennis, Yachting and Tourist Suits,
Caps, Stockings, Etc.**

WHEELMEN, ATTENTION!**LATEST THING OUT!****GRAFF'S NEW BICYCLE SHOE****ALL LEATHER SOLE.**

Positively the finest and most perfect Shoe for the money in the world!

PRICE PER PAIR, \$3.50. ALL SIZES IN STOCK.

I also carry a full line of Wheelmen's Goods of all kinds, including the celebrated *Holmes Worsted Goods*, also the well-known *Goetze Bicycle Hose*. Send to me for prices on any goods you may be in need of.

W. H. ROBERTSON,**296 BROADWAY,****NEW YORK.****BICYCLE AND ATHLETIC GARMENTS MANUFACTURED BY THE KINGSTON KNITTING CO.**

Are made of the very best Worsted and Fine Wool Stock, and for beauty of design, superior workmanship, durability and reasonable prices cannot be excelled. Our goods are made in beautiful colorings, in Plains, in Stripes and in Mixtures, for Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Dress Suits, etc. Our Knickerbockers, Knee Tights and Full Body Tights are made in three weights with special reference to comfort and durability, furnished with reinforcements, Suspensory Pocket, Fly Fronts and Back Lacings, Loops for belts, Buttons on legs, etc., and have no superior in the market. Our Jerseys, in Plains and Stripes, are beautiful goods, and made in all colors and mixtures, with Long Sleeves, Short Sleeves and Sleeveless, with Low Necks, Single Collars, Double Collars, English Turn-over Collars and Laced Fronts, and for comfort, beauty and elasticity are not excelled. Our Bicycle and Lawn Tennis Coats are made in two styles and weights in Stripes, Plains and Mixtures, and are this season the most stylish and popular garments worn. These goods, with our Ribbed Sweaters and Stockings to match, are the leading styles and used for the best trade. Our Fine Worsted Bicycle Hosiery, in all weights and colors, is not equalled by any other manufacturer, and is appreciated by our best Hosiery dealers. Our Glove-fitting Hosiery with double Heels and Toes is without a rival, and all of our goods are offered to the Trade at very reasonable prices. Correspondence solicited. Address,

*** KINGSTON KNITTING CO., 27 KINGSTON ST., BOSTON, MASS.****SPECIAL DISCOUNT TO WHEELMEN**

— ON —

JOHN FOLEY, Jr's,**Fine Gold Pens, Fountain Pens,****FANCY PENCILS AND NOVELTIES.****No. 2 ASTOR HOUSE, NEW YORK.**

PRICE LIST

— OF —

Second-Hand Bicycles and Tricycles.

LIST No.	SIZE	MAKE	BEARINGS	FINISH	SELL FOR
325	54	American Club.....	Ball	Enamel..	\$70 00
402	50	American Club.....	Ball	Nickel	60 00
432	48	Expert.....	Ball	Nickel	75 00
435	55	Col. Lgt. Rdstr.....	Ball	Enamel	90 00
438	54	Harvard.....	Ball	Enamel	60 00
457	56	Standard Col.....	Plain	Painted	45 00
458	54	Expert.....	Ball	Enamel	75 00
459	50	Victor.....	Ball	Enamel	60 00
469	54	American Star.....	Plain	Nickel	40 00
472	50	American Club.....	Ball	Enamel	80 00
474	54	American Star.....	Plain	Nickel	50 00
479	52	Brit. Challenge.....	Ball	Nickel	80 00
480	54	Rudge Lt. Rdstr.....	Ball	Enamel	65 00
481	55	Col. Lgt. Rdstr.....	Ball	Enamel	90 00
483	56	Expert.....	Ball	Enamel	80 00
486	48	American Star.....	Plain	Nickel	60 00
489	54	Harvard.....	Ball	Enamel	50 00
491	30	Cunard Rover Safety.....	Ball	Enamel	95 00
494	52	Harvard.....	Ball	2-3 Nickel	55 00
500	32	Monarch Rover.....	Ball	Enamel	115 00
503	54	Brit. Champion.....	Ball	Enamel	55 00
507	50	American Club.....	Ball	1-3 Nickel	70 00
508	51	Special Star.....	Plain	Enamel	70 00
510	56	Special Col.....	Ball	Enamel	30 00
513	52	Expert.....	Ball	Nickel	100 00
515	54	Expert.....	Ball	Nickel	90 00
519	48	Sp. Premier.....	Plain	Enamel	40 00
520	54	Brit. Champion.....	Ball	Enamel	95 00
521	52	Brit. Champion.....	Ball	Enamel	95 00
522	50	Brit. Champion.....	Ball	Enamel	95 00
523	54	Am. Club.....	Ball	Enamel	70 00
524	52	Brit. Champion.....	Ball	Enamel	95 00
527	56	Standard Col.....	Plain	Enamel	20 00
528	48	Special Star.....	Ball	Enamel	70 00
529	48	Special Star.....	Ball	Nickel	90 00
530	53	Columbia Lt. Rdstr.....	Ball	2-3 Nickel	95 00
531	53	Columbia Lt. Rdstr.....	Ball	2-3 Nickel	95 00
532	52	British Challenge.....	Ball	2-3 Nickel	55 00
533	50	American Club.....	Ball	Enamel	55 00

TRICYCLES.

301	50	Col. Three-track.....	Ball	Enamel	50 00
406	..	Spkbrk. Crip'r.....	Ball	Enamel	110 00
511	..	Victor Tricycle.....	Ball	Enamel	75 00
526	..	Humber Crippler.....	Ball	Enamel	90 00
517	..	Victor Tricycle.....	Ball	Enamel	90 00

Any of these machines may be seen and tested at Oraton Hall, or they will be shipped to any address C. O. D., with the privilege of examination, provided the person ordering remits \$10 as a guarantee for express charges both ways in case machine is not bought.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

Branch Store, Park Street, Orange, N. J.

NEWARK TELEPHONE 673. ORANGE TELEPHONE 134.

BARGAINS

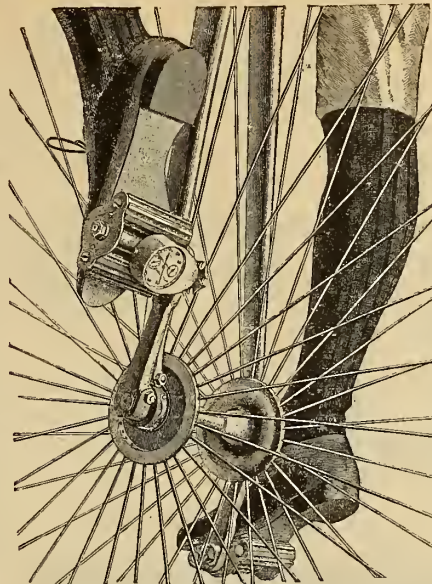
IN

BICYCLE PANTS.

For a limited period we offer **Extra Quality English Constitutional Corduroy Knee Pants** at \$3.50, former price \$6.00. Made of the most durable and stylish Corduroy, with pearl buttons and belt straps attached. Sizes 28 to 36, in Drab, Seal Brown and Navy Blue. This is a decided bargain.

Also odd sizes of Jersey and Cloth Knee Pants, in Blue, Brown, Gray and Black, at 25 per cent. from regular prices. An early call solicited.

Ira Perego

128 & 130 Fulton St.,
and 87 Nassau St., N. Y.

Weight, 6 oz.

PEDAL CYCLOMETER CO.
12 Warren St.,
N. Y.

Of Interest to Old Riders.

A GREAT many people are attracted by the safety qualities of the **Rover Type**, and many riders who have used the **Ordinary** for years are adopting this style of wheel for their season's mount. If you wish to learn to ride the **Safety**, or try any of the leading makes, before purchasing, you can be served at my establishment. You can better determine which safety you like the best after a thorough trial of all, on the road.

I have a complete stock of **Columbias** and others.

I sell on easy terms, and I rent only the best wheels (new) by the hour, day or month.

I do a general bicycle business, which is fully explained in a small pamphlet that will be mailed to you if asked for. **Store open evenings.**

GEO. R. BIDWELL,

313 West Fifty-eighth Street,

Near the Park, New York.

--- HOW TO ---

Buy, Sell or Exchange.

ADVERTISE IN OUR

For Sale, Exchange,
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.

Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

FOR SALE, EXCHANGE, WANTS.

25 Words.....15 Cents
Two Insertions.....25 "

FOR SALE—Columbia Tandem, new less than a year; perfect order. For particulars, address E. Valentine, 47 Worth Street, N. Y. 6-8

FOR SALE—52-inch Royal Mail Bicycle, full ball bearings, cyclometer, luggage carrier, etc.; good condition; price \$75. Beeston Humber Tricycle, 1887 pattern, not ridden 75 miles; price \$100. Also, Beeston Humber Tandem, with carrier and bag; first-class condition, 1886 pattern; price \$150. Address T. T. Chase, 5 Mansion House Block, Troy, N. Y. 6-8

FOR SALE—48-inch, 1888 pattern, all enamel Special Star; fine condition, good as new; new tires to both wheels; all improvements, hollow framing, lever, etc. Cost \$132 last season. \$85 takes it.

WANTED—By a young man, 23 years of age and 1 year's experience, a position in a bicycle house or as traveling salesman; can give good references. Address H. C. Ardinger, Bedington, Berkeley Co., W. Va. 6-8

SWIFT Safety Bicycle; rear driver, nearly new, perfect order; bargain. W. M., 19 Halsey Street, Brooklyn, N. Y. 6-8

FURTHER REDUCTIONS IN BARGAIN LIST of New and Second-hand Bicycles, Tricycles, Safeties and Tandems, which must be sold this spring. Victors and Columbias, 48 to 54 inch, fine condition, \$75 each. Taken in Exchange for New Wheels. We are selling at Less than Actual Cost. Every Machine offered Guaranteed Sound. No wrecks. Brand-new Beeston Humber Light Roadsters \$100, were \$150. Ditto Racers \$50, were \$140. Brand-new Beeston Humber Crippers \$160, were \$185. New and second-hand Experts, Victors, Ridges, Mails, Rover Safeties, Special Stars, from \$50 to \$100. Victor, Columbia, Singer, Marlborough and Beeston Humber Crippler Tricycles, from \$30 to \$125. Rudge Meteor and Beeston Humber Tandems, from \$65 to \$160. Discount to dealers. Write for New List, just out, and let us know what you need. Exchanges and Instalments. Complete Stock of Repairs for all Beeston Humber. L. H. Johnson, 401 and 403 Main Street, Orange, N. J.

FOR SALE—Columbia Safety, nearly new; '87 pattern; geared to 54 inches. Address A. B. Norton, 50 West Fourth Street, Cincinnati, Ohio. 6-8

BARGAINS—'87 New Rapid Safety; 54-inch Victor Ordinary. For particulars address W. A. Meeker, Agent New Rapid and Quadrant Cycles, 529 River Street, Troy, N. Y. 6-8

FINE CHANCE for a Safety, good as brand new, without chains or gearing; Facile, latest pattern, 46-inch. Cost \$73; sacrificed for \$75. J. W. Hillman, Cape Vincent, N. Y. 6-1

FOR SALE—45-inch Special Star, two-thirds nickel; balls to front wheel; hollow frame, and cyclometer. *Never Used*: \$120.00. 42-inch American Star, enamel, power traps, \$50.00. 52-inch Expert Columbia, enamel, balls to wheels, double grip ball pedals, 1887 wheel; like new, \$85.00. J. E. Harris, Washington, Pa. 6-1

TANDEM TRICYCLE—Rudge, almost new; very light running; lamp, K. R. Best offer over \$90 takes it. Take bicycle in part payment. 170 East 71st Street. 6-1

BARGAINS—54-inch Standard, full nickel, excellent condition; run two seasons, \$65. Also, 52-inch Expert, full nickel, all balls, \$85. G. W. Nellis, Jr., Herkimer, N. Y.

STARS—Two Special Stars for sale cheap; almost new. F. E. C., P. O. Box 444.

ATTENTION!—We want more wheels to supply our large demand. Mounts bought, sold and exchanged; good prices paid. New York Bicycle Company, 8 Warren Street. 1-1

CHEAP—Two Rudge Safeties, '87 pattern; one tandem. Chas. Schwalbach, Ninth Avenue and Union Street, Brooklyn. 1-1

FOR SALE—58-inch Hillman, Herbert and Cooper's double hollow, tubular fork Premier; double racing balls to both wheels; water and dust tight; cranked handle bar; Aolus ball pedals; cradle spring; detachable brake and step; new patent "King of the Road" lamp; hollow axle and Warwick's potential patent hollow fellos to give lightness for racing and yet strength for the roughest roads; it is excellent for hill climbing; cannot be duplicated in America for less than \$250; will sell cheap for cash, or will receive offers of exchange for a horse or anything of equal value. Address Geo. A. Bogart, assistant postmaster, Evanston, Cook Co., Ill. 1-1

BICYCLES taken in exchange for Roll Curtain, Office Desks, Type Writers and Buggies. Indiana Bicycle Company, Indianapolis, Ind.

"HINTS to Prospective Cycling Tourists in England and Wales;" particulars they most want to know; from start to finish. Price 25 cents. Stamson, Stamford, Conn.

"CARE AND REPAIR," useful hints to wheel owners, 10c, by mail, of Stamson, Stamford, Conn.

RUBBER STAMP with your name in Fancy Type, 25 Visiting Cards, and INDIA INK to mark Linen, only 25 cents (stamps). Book of 2,000 styles free with each order. Agents wanted. Big Pay. THALMAN MFG CO., BALTIMORE, MD.

\$2.50 for Spade Handle; seems small, but we have them just the same, and they are the best ones made. Cycle Supply Co., 3 Berkeley Street, Boston.

YOU CAN get one-third more for that old wreck if you put on our Spade Handle. Sent for \$2.50. Cycle Supply Co., 3 Berkeley Street, Boston.

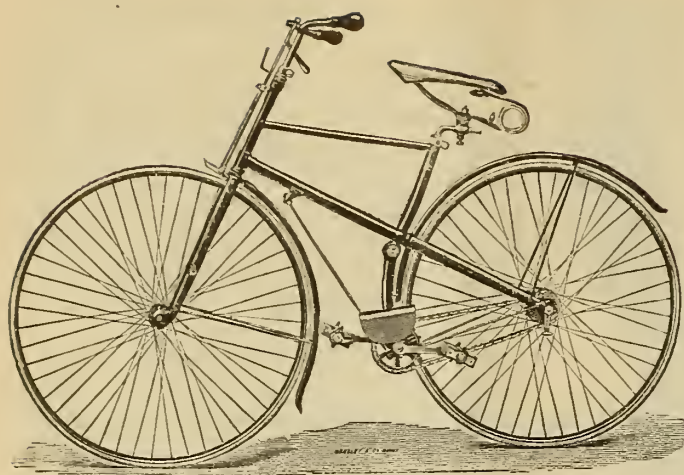
Bargains in Second-hand Wheels

WRITE

EISENBRANDT BROS.,

424 E. Baltimore Street, BALTIMORE, MD.

STATE SIZE OF WHEEL WANTED, AND FIVE
CAN SUPPLY YOU AT YOUR OWN PRICE.



SOLE AGENTS

NEW RAPID AND QUADRANT CYCLES.

WARRANTED INTERCHANGEABLE.

FULL LINE SAMPLES NOW AT OUR SALESROOMS.

WE would call your attention to our LARGE LIST OF SLIGHTLY USED WHEELS of STANDARD MAKES, that we are advertising in another column. Parties who desire to SAVE ON THE PRICE OF A NEW MOUNT would do well to examine our stock before going elsewhere. LIST OF BARGAINS FREE UPON APPLICATION.

WHEELS BOUGHT, SOLD AND EXCHANGED.

NEW YORK BICYCLE CO.,

No. 8 WARREN STREET, N. Y.

Photographic Materials.

SEND FOR CIRCULARS.

THE RIPLEY PLATE.

B. & L. CHEMICALS.

J. A. K. and KRANTZ LENSES.

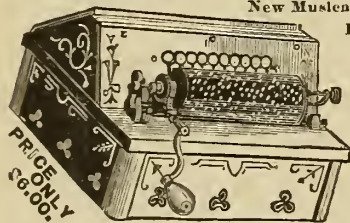
BARTLETT & LAIRD,

27 BOND STREET,

NEW YORK.

THE WONDERFUL ROLLER ORGAN

New Musical Wonder.



Plays 250 different tunes.

Specially adapted for Home Circle.

Knowledge of music is not required.

Anyone can play it at once.

Plays Hymns, Songs, and Dance music. No paper used. Music is produced by Metallic Rollers, making delightful music, far exceeding in tone an Organette. It will play a tune as long as desired, without any break, instead of stopping to change the piece as must be done with organettes. Beautifully finished, resembling mahogany, decorated with gilt and silver keys. The volume of tone will fill a hall. Send your order, we will send an instrument that will please you. Enclose \$6.00 with this notice and we will send organ at once, all complete. Satisfaction, or money refunded. Address,

L. I. MANUFACTURING CO.,

Long Island City, N. Y.

OPIUM

Morphine Habit Cured in 10 to 20 days. No pay till cured. DR. J. STEPHENS, Lebanon, Ohio.

COLUMBIA BICYCLES

AND

TRICYCLES.

SUNDRIES AND REPAIRS.

40 SECOND-HAND WHEELS.

S. F. HEATH,

ST. PAUL BRANCH: 316 Roberts St.,

MINNEAPOLIS: 14 South 4th St.

(417 Nicollet Ave. after May 1.)

OUR SPECIALTIES.

The CORSON Star Saddle; warranted to please; price, \$3.50; Nickeled, \$4.50.

The Star Rider's Manual; price, 50 cents.

The Tourists' Delight; price, 50 cents.

The Star Advocate, Monthly, 50 cents per year.

The Star Extension Step and Foot Guide; price, \$1.50.

The "Common Sense" Stocking Supporter; price, 35 cents.

Spade Handles; a fine article, nickeled, with Vulcanite Grips; price, \$2.50 per pair.

E. H. CORSON'S BICYCLE EMPORIUM,

ROCHESTER, N. H.



BARGAINS IN C. T. C. CLOTH.

We are offering, for a limited period, the Genuine English C. T. C. Cloth; all wool, double width, at \$3.50 per yard, former price, \$4.00. Sold to C. T. C. members only.

Ira Perego

128 & 130 Fulton St. & 87 Nassau St., New York.

Queens Athletic Club Grounds,

QUEENS, L. I.

Thirteen miles on the Jericho Pike. Bicycle and Athletic Track, Raised Corners. Base Ball Diamond. Grand Stand. Only three minutes from the depot.

Wheelmen and Athletes are invited to try the track at all times. Clubs wishing to use these grounds may address THOMAS LLOYD, Queens, Queens Co., N. Y.

AT LAST WE HAVE GOT IT.

GOT WHAT?

WHY, A PERFECT BICYCLE LOCK

THIS lock is attached to the upper part of the brake spoon, and in order to lock the wheel put the brake down tight and turn the key in lock, and it is impossible to move the wheel. Any one can attach the lock to wheel in a minute, and when once on it is always in place, and cyclists only have to carry a key. It is an ornament to any wheel. Will give full description and cut in next issue.

Price, \$1.00; Full Nickeled.

If you are going to the Baltimore Meet do not fail to send for one. It may save your wheel.

MANUFACTURED ONLY BY

W. C. BOAK, LE ROY, N. Y.

The B. F. Goodrich Co.

Akron Rubber Works

AKRON, OHIO.

MANUFACTURERS OF

Bicycle Tires, Hard and Soft Rubber Handles, Spade Grips, Pedal Rubbers, etc.

Write for Price List.

J. O'CONNOR,
Practical Boot and Shoe Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK
All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.
LAWN TENNIS SHOES A SPECIALTY.

MERWIN, HULBERT & CO.,

26 West 23d Street,

NEW YORK CITY.

AGENTS FOR

GORMULLY & JEFFERY'S

American Champion Bicycle.

" Light Champion Bicycle

" Challenge Bicycle.

" Ideal Bicycle.

" Ideal Tricycle.

AND SUNDRIES.

Springfield Bicycle M'f'g Co.'s
Springfield Roadster.

Parallel and Ball-Bearing Machines. Also a full line of Suitings—all necessary equipments.

AMATEUR PHOTOGRAPHY,

Accessories for same.

INSPECTION CORDIALLY INVITED

E. H. WILCOX, Manager.

Chickasaw Bicycle Agency,

225 THIRD STREET,

(Natatorium Building,)

MEMPHIS, TENN.

State Agents for the American Cycles.

A FULL LINE OF SUNDRIES, TIGHTS, HOSE, ETC.

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Also a Full Line of BICYCLE SUNDRIES

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Old Mounts in Part Payment

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LIBERAL ALLOWANCES.

THE BEST WHEEL
WILL SELL THE BEST,

AND THAT'S WHY WE HANDLE

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VICTORAnd the wisdom of our choice is
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Second-hand Cycles

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MOST REASONABLE PRICES.

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What Does This Mean?

We Can Get from \$10 to \$15 More

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A SECOND-HAND VICTORTHAN FOR ANY OTHER MAKE OF
WHEEL IN THE SAME
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changed, this year, from
other makes to**VICTORS,**How they run, coast and
climb, as compared with
their old mounts.**READ OUR RULES.**No machine placed on our list unless it is in
our hands.Our charge for selling is ten dollars and stor-
age at one dollar per month. No tricycles
handled on commission.A receipt is given for each machine, and we
are responsible in case of loss for the net price
charged. Our stock is fully insured.Our customers are not bound to leave their
machines with us any longer than they may
care, and can remove them by paying freight,
storage and other expenses.In shipping to us freight must be prepaid.
We are not responsible for breakage in transit.Our terms to sellers are strictly cash. Charge
for crating, \$2. New wheels crated free.*Men of Moderate Means*Who cannot afford to pay
cash for**VICTORS,**Can get them on the instal-
ment plan from us on six
months' credit at \$5
advance in price.**Notice this Week's Reductions.**

Our List, June 1, 1888.

No. 29.—55-in. racer, built for Keen. Wt. 22
lbs. Good cond. Price \$35.No. 35.—54-in. British Challenge. Enam. with
nickel wheels. Ball wheels. Price \$65.No. 50.—52-in. Col. Expert. Enam. Balls all over.
Good cond. Big bargain at \$75.No. 82.—51-in. Am. Star. Nickel except wheels.
Hyg. saddle. Fine cond. Price \$45.No. 90.—56-in. Victor. Enam. Balls all over.
Prime cond. Big chance, at \$80.No. 91.—54-in. Col. Exp. Enam. Dropped bars.
Excellent cond. Price \$70.

No. 95.—3-track Victor tricycle. Price \$60.

No. 112.—36-in. Kangaroo Safety Price \$50.

No. 117.—52-in. Apollo. Nickel with enam.
wheels. All balls. Price \$85.No. 119.—52-in. Club. Enam. with nickel trim-
mings. Balls both wheels. Lamp. Price
\$60.No. 124.—36-in. Kangaroo Safety. Never out
of shop. Price \$75.No. 125.—48-in. Eclipse. Enamel and nickel.
Bargain at \$60.No. 127.—52-in. Am. Club. Enameled. Ball to
both wheels. Kirk saddle. Cheap at \$55.

No. 129.—48-in. Stand. Col. Enam. Price \$35.

No. 136.—50-in. Stand. Col. Lamp. Price \$40.

No. 138.—54-in. Rudge. Enamel and nickel.
Cowhorn bars. All balls. Price \$75.No. 141.—English Premier 3 track, loop frame
tricycle. Two speed gearing. Cyclom. and
Lamp. Price \$75.No. 149.—54-in. Col. Exp., '86. Full nickel. All
balls. Good as new. Price \$90.No. 153.—54-in. Sanspareil. Ball wheels. En-
amel. Price \$50.No. 154.—52-in. Victor, '86. Enamel. Cowhorn
bars. Spade handles. Great bargain at \$8No. 155.—50-in. Spalding. New. All balls. Cow-
horn bars. Only \$90.No. 157.—54-in. Premier. Enamel. All balls.
Cowhorn bars. Price \$60.No. 158.—52-in. Stand. Col. Nickel, with enam.
wheels. Lamp. Price \$40.No. 160.—Quadrant, convertible tandem, double
steerer, specially built for two ladies. In
perfect condition. Price \$175.No. 162.—52-in. Spalding. All balls. Enam.
Cowhorn bars. Price \$65.No. 164.—54-in. Col. Stand. Enam. Cowhorn
bars. Balls to front wheel. Prime cond.
Price \$60.**THIS WEEK'S BARGAINS.**No. 166.—54-in. Victor '85. Nickel with enam.
wheels. Price \$85.No. 167.—55-in. Yale Light Roadster. Enamel.
All balls. Cowhorn bars. Price \$55.

No. 168.—42-in. Horsman. Fine cond. Price \$25.

No. 169.—50-in. British Challenge. Nickel with
enam. wheels. All balls. Cowhorn bars
and spades. Price \$75.

No. 170.—50-in. Stand. Col. Enam. Price \$45.

No. 171.—51-in. Am. Star. Silent ratchets.
Nickel bar, rest enamel. Fine cond. Price
\$60.No. 172.—52-in. Stand. Col. Nickel with enam.
wheels. Balls to front and pedals. Cow-
horn bars and spades. Price \$65.

Chas. Schwalbach,

PROSPECT PARK PLAZA, = = = BROOKLYN.

NEW MAIL
Bicycles.

COLUMBIA
Tricycles.

CLUB
Safeties.

Bargains in Second-hand Wheels, at Low Prices. Renting, Storage, Lockers, Teaching, Repairing. Skillful Workmen.

ALL REPAIRING DONE ON THE PREMISES.

NO WORK GIVEN OUT.

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Eureka Home Trainer and
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PRICE - - - \$7.50

In Bicycles, Tricycles and Sundries we can also please you with style, quality, price and terms. Correspondence solicited. M. A. WOODBURY, 43 and 45 Mechanic Street, Bradford, Pa.

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To Fit any Bicycle, \$2.50.

Improved for 1888, making them the most popular handles on the market.

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New Rapid, Champion, Star and other Bicycles and Tricycles

on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.



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SPIRITS OF TURPENTINE, ROSIN, ETC.

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MANUFACTURERS OF

The Champion Bicycle Shoe.



OUR SPECIALTIES:

Running, Walking, Tennis, Foot Ball and our Light Weight Base Ball Shoe.



These shoes are made from Kangaroo or Russet calf, and are noted for their light weight and durability.

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We are prepared to make this year a fine line of TROPHIES, MEDALS and PRIZES of all descriptions, including

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Stop-Watches, **MEDALS**, Trophies.

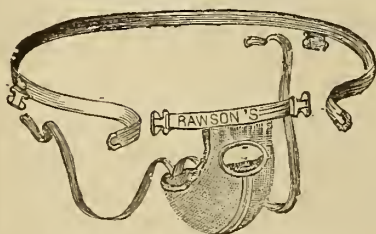
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A Perfect Fit Guaranteed.
Displacement Impossible.

No Wheelman, Equestrian or Athlete should be without THE RAWSON U. S. ARMY PATENT ELASTIC SELF-ADJUSTING SUSPENSORY BANDAGE. They are a safeguard from Accident or injury.

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We shall have demonstrated that
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HIGH GRADE BICYCLES,

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SEE OUR LISTS.
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Is a cure for every pain. Toothache, Headache,
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Purely vegetable, mild and reliable. Regulate the
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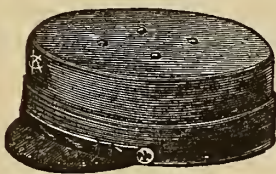
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This Whistle is pronounced by
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Price, 25c. each. Discount to Dealers.
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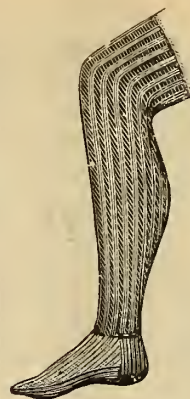
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OLD RELIABLE
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For they are the cheapest.

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 The best invention ever made for taking out wrinkles and
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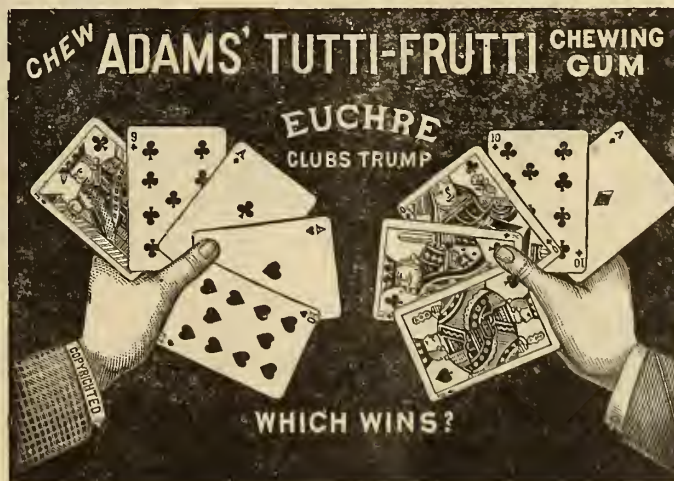
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 Every Garment cut and made to the individual measures
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Measuring, for Coats, Pants, Vests & Overcoats.

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increases the flow of saliva and aids digestion. The Gum is now used by touring as well as racing
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Should be on sale at all Wheelmen's Headquarters.

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ACKNOWLEDGES

That the felloes on the Columbia Light Roadster are in strength, rigidity, and in every quality which can be put into a felloe

THE BEST

And appear to be a "mechanical climax," having reached that

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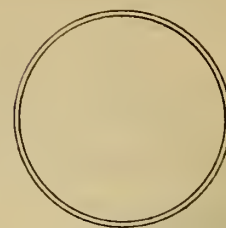
Where improvement is im-

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These felloes are of the best imported, cold drawn, seamless steel tubing, rolled into a hollow crescent shape and coiled while cold, thereby preserving unchanged the original quality of the steel, the only heat being used in the brazing of the ends together.

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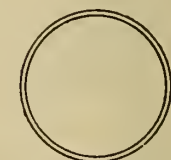
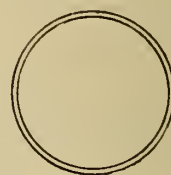
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Section of front wheel felloe on Columbia Light Roadster. Actual size.



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